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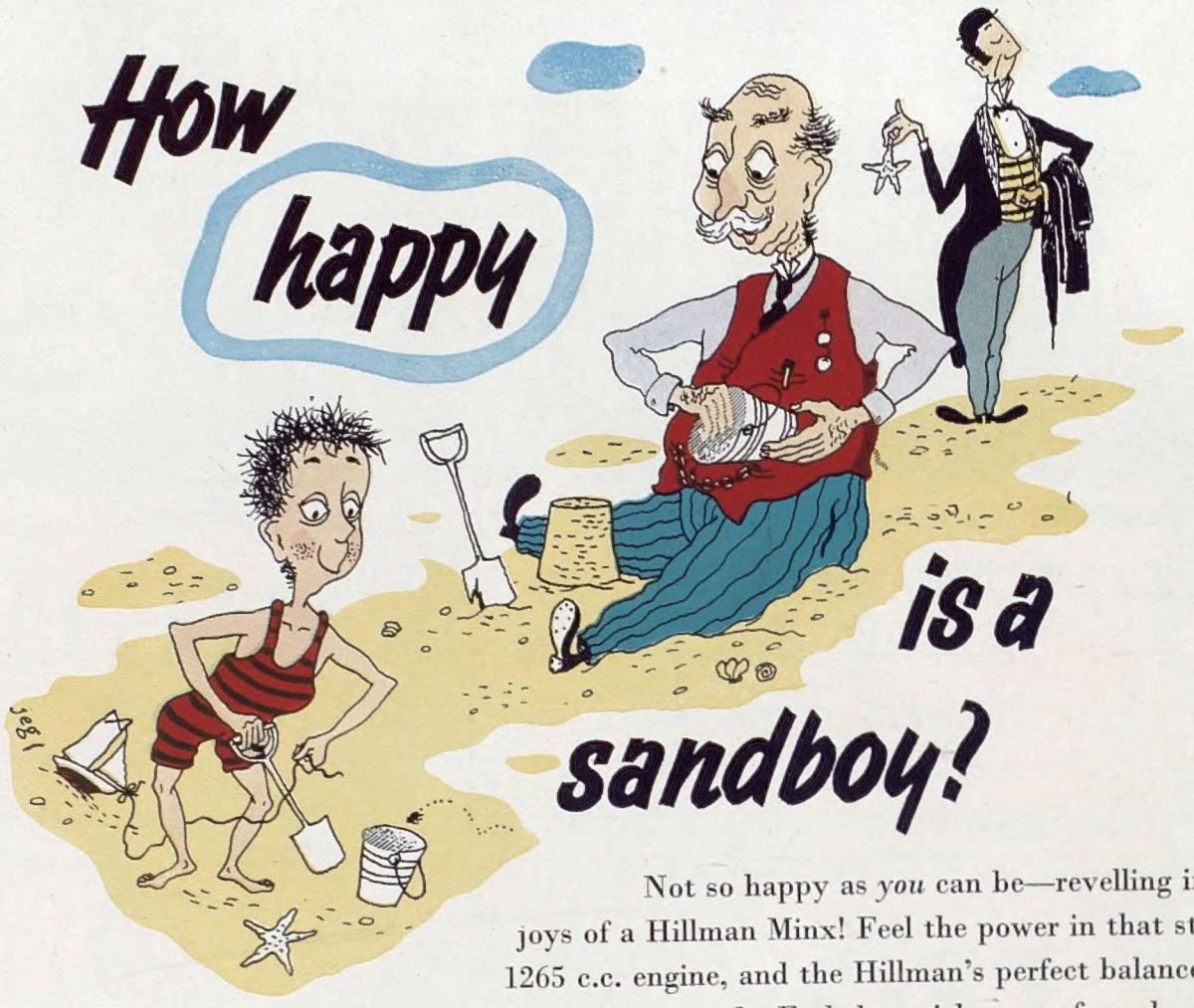

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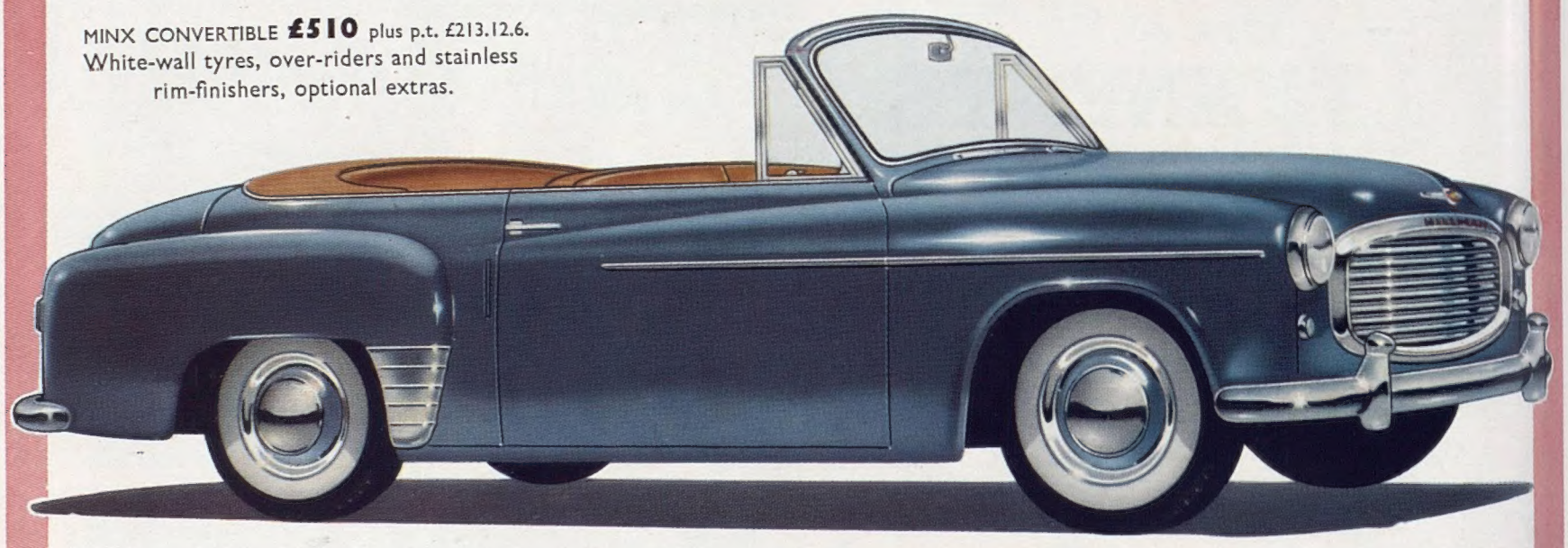

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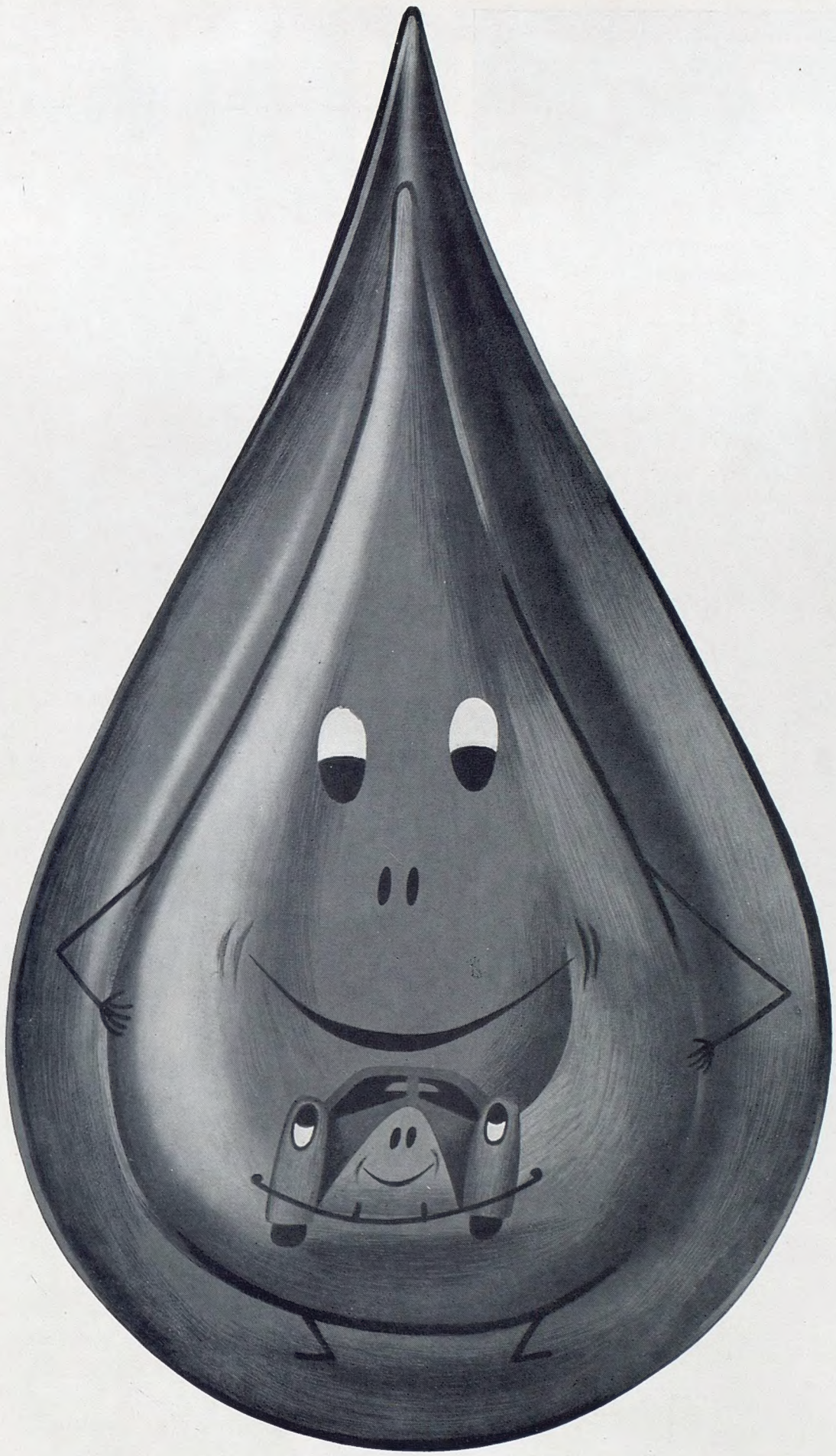

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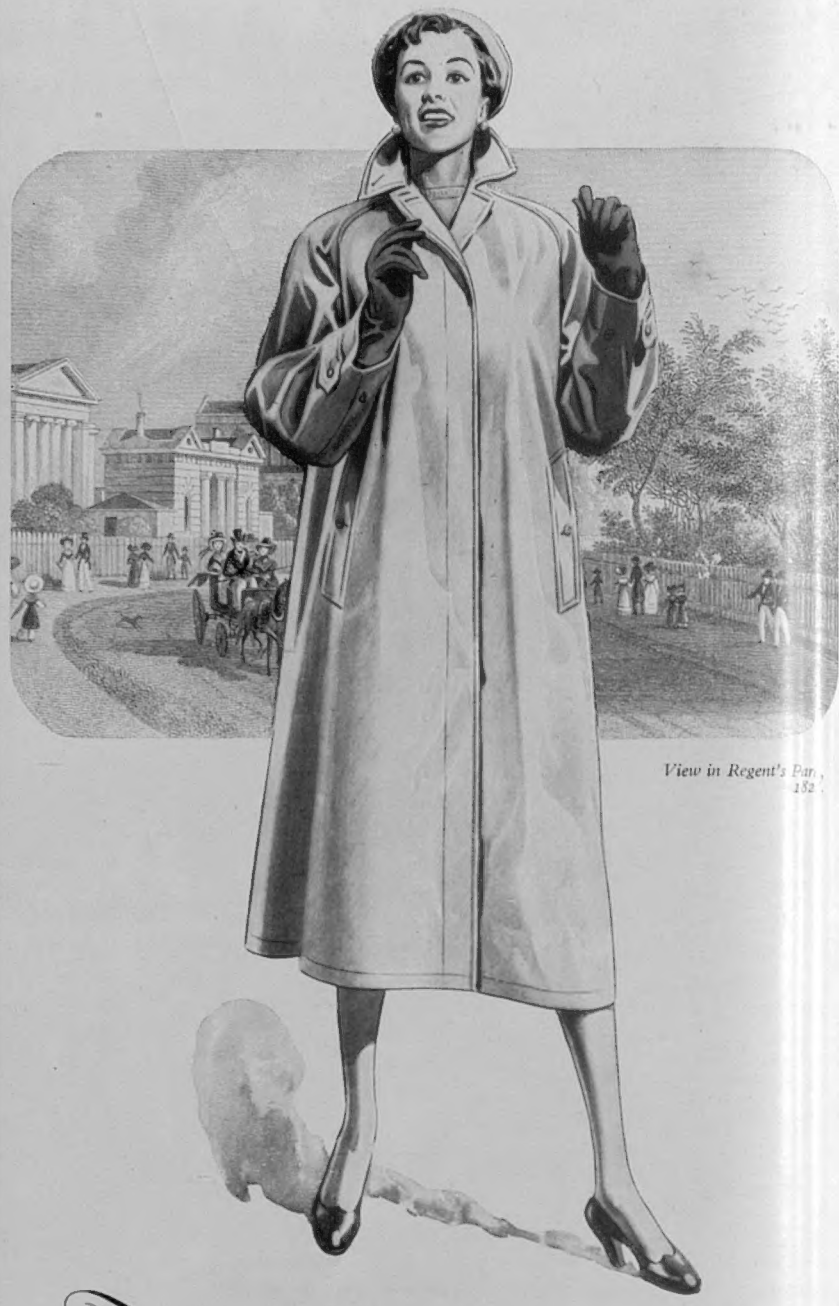

View in Regent's Par[illegible] 182[illegible]

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Volume CCXVIII No. 2840

The SPHERE, London, July 17, 1954

The SPHERE

with which is incorporated THE GRAPHIC

A VICTORY FOR HARROW—THE SCRAMBLE FOR THE WINNING SIDE'S DRESSING-ROOM AFTER THE ETON v. HARROW MATCH AT LORD'S : The lighthearted rush over the benches outside the pavilion below the Harrow dressing-room after Harrow had beaten Eton by nine wickets. There were scenes of great rejoicing, for it was only the third time that Harrow had beaten Eton in the match since 1919. The Queen Mother was among the visitors on the first day of the match.

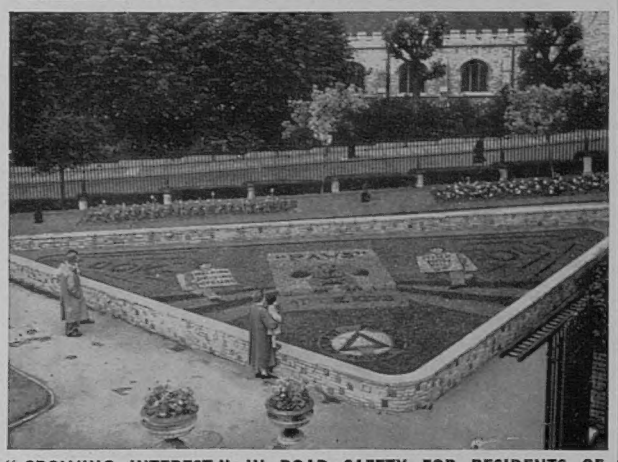
It is not often that Harrow win at Lord's, and so, when victory came over Eton last week by nine wickets, there was every justification for the scenes of jubilation which greeted the end of the game, in which Etonians themselves were not slow to join. Harrow were indeed favourites to win, but it is one thing to be accounted the stronger side and quite another to pull off victory. Twice during the match it looked as if Eton might surprise themselves and avoid defeat, or even gain a victory. But each time the stronger Harrow bowling and their determined batting pulled them through, and their win in the end was well deserved. Harrow owed a great deal to the all-round performance of their captain, A. R. B. Neame. In the first innings he stayed in while others were falling, and scored 49. When Eton batted he took 4 wickets for 47 in the first innings and in the second altogether turned the match in Harrow's favour by taking 7 for 30. For Eton C. T. M. Pugh made a fine 76 in the first innings and N. A. J. Winter played a captain's innings in the second. But, of course, there is more to an Eton and Harrow match than the cricket, and the scene at Lord's lacked nothing in colour and elegance, despite the threat of rain. (Further pictures from Lord's appear on page 82.)

Postage—Inland, 2d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

LANTERNS GALORE

AN UNUSUAL COLLECTION MADE BY A LONDONER : Mr. P. J. Vernon, of Hampstead, N.W., is seen working among the many street lamps and lanterns which he has assembled at his home. Altogether he has 120 different standards and they illustrate the evolution of street lighting from its inception. All shapes and sizes, they incorporate many fine period pieces ; some are topped with crowns, some with helmets and some with very simple designs.

"SAFETY FIRST" IN FLOWERS



"GROWING INTEREST" IN ROAD SAFETY FOR RESIDENTS OF FULHAM AND PUTNEY : A view of the floral safety display which has been laid out by Fulham Council in Bishop's Park Gardens, near Putney Bridge. There are more than 25,000 variegated bedding plants in the triangle, which covers 750 sq. ft. Centrepiece of the triangle is in the shape of a dog, with the words "Paws at the kerb" planted out above and below it. Flanking it are two panels, each featuring a sandwichman carrying a board with the words, "Walking, driving, cycling," and "Mind how you go."

MUSIC AT VICTORIA

FRENCH MINERS' BAND PAYS A ONE-DAY VISIT TO LONDON : The 185 miners who form the brass band of the Lorraine Basin Collieries paid a lightning visit to London recently. Arriving at Victoria Station at about 9.30, they visited Westminster Abbey, saw the Changing of the Guard at Buckingham Palace, visited the Tower of London, gave a performance in Victoria Embankment Gardens, dined in Soho, and left Victoria again on the 9.10 p.m. ferry train. After the war only ten of the pre-war members of the band remained. It was reconstituted in December 1947, and after a hard struggle the conductor, M. Paul Semler Collery, has built it up again.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d. ; 6 months and Christmas Number,* £3 *; 6 months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.,* £2 19*s. and* £2 15*s. ; and for elsewhere Overseas* £5 18*s.* 6*d.,* £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newslette

195-198, STRAND, W.C.2.

All Over—Bar the Summer.—Well, let's face it—as we faced it last summer. The "Season" is nearly over. Our famous sporting events are done with, Ascot, Wimbledon, Henley, and Lord's, the old signal for our Edwardian fashionables to pack up and leave London to the "workers" and to prepare for Goodwood, Cowes and the Moors. It's all over—bar the summer. Last year we had it in November. This year I have been encouraged to prophecy. [A reader has sent me with a dewdrop a cutting from the *Newsletter* of July, 1953, in which I warned you to expect a mile to be run in under four minutes within a year.] So now I warn you to be ready to shed your winter vests and furs and hot-water bottles in August or perhaps September or October, to buy swim suits at half-price *now*. Invest in panamas and white ducks. We shall meet summer (98 deg. on Air Ministry roof) at Wigan as we trek north (with our autumn tweeds worn on the man to save space), and we shall cross the stream of traffic making for Blackpool, stop and go for 60 miles through the "Wakes" towns. It is a daunting prophecy but take note of it. For my part, relying on my own remarkable gift of prophecy, I am inclined to postpone my plans for Scotland and stay at home for the heat-wave and for once enjoy my own green figs, the only fruit eternally worth eating, the only fruit I invariably leave uneaten. The times are out of joint. You can 'ave summer (new style).

Television Bill.—At no time have I int vened in the bitter controversies about sponso television. I have hardly ever looked at the li screen and my recourse to the buzzbox is for the m part to hear the evening's news. Its music-h humour is above my head, its plays too long, incidental noises too raucous. But from the wind of the Lords' debate, a sombre reflection emer It seems to me that a leader of either House of Pa ment must sometimes find himself compelled endorse opinions which go against the grain of nature. Is Lord Salisbury, for instance, in his h of hearts, satisfied that the public should always ha what it wants ? Does he really scorn those who afraid of letting the public have what it want Some of our sensational papers reveal by their s what the public wants. Some give them dirt i the Courts, some give them intrusions into pri lives, some encourage sex-mania and find a sensa or a scandal for every day in the year. The pu wants all the money it can get, all the leisure it extract, which is natural enough and quite a respecta ambition. But I have a feeling that Lord Salisb on his own record and his family record of serv must qualify in his heart so broad and so simpli a creed as giving the public what it wants whether cakes and ale or in more serious matters. The Pr the B.B.C., and sponsors of television, have a trus ship as rigid as a good landlord's *noblesse oblige*,

British Miners.—The miners are well used to the name of key-pin in industry. Everything we can do to encourage them so to regard themselves has been done in recent years, and they are in no doubt about it. We are built on coal, without coal we starve and only this small class of workers has the Key to the Treasury. Some think that, for all the encouragement we try to give them, they open the Treasury door too grudgingly. But only experts can hazard a guess at whether they might be more generous. At the moment they suggest that higher pay (with higher prices) may help to solve the new crisis which is threatening. Just now they have found another key-pin role, political. On their vote, it was said, depended the question, which might seem unimportant to us if it were a test of personalities, of whether Mr. Gaitskell or Mr. Bevan should hold the post of Party Treasurer, with the rank of No. 3 in the Hierarchy. Mr. G. knows all about those damned dots, has been Chancellor of the Exchequer ; Mr. Bevan has spent a lot of our money but had little experience of conserving it. In character the two are poles apart. But the choice will not be made on experience or character but on policy. Mr. G. subscribes to the Counsel of the Old Men, he follows the Attlee-Morrison bloc. Mr. B. is Left, and some say irresponsibly so. The miners' choice, if it take note not only of policy but of their own livelihood, might well take note of the future of coal under the two policies. England is built on coal. Which policy is most likely to shift it ? The more that comes up for sale at economic prices, the more hope there is for the future of coalmining as a profession.

THE QUEEN GOES TO A BAPTISM . . .

. . . AND ACTS AS GODMOTHER : Her Majesty is holding the newly-bap Virginia Mary Elizabeth FitzRoy, daughter of the Earl and Countes Euston, after the ceremony performed by the Dean of Winchest Hampstead Parish Church. Looking on are the Earl, who is heir t Duke of Grafton ; the Countess, a Lady of the Bedchamber ; P Charles, Princess Anne, Viscount Ipswich and Lady Henrietta Fit

Guatemala.—Central American revolutions, though they usually follow a recognized pattern with *opéra bouffe* features, are not very easily understood in England. Though there are plenty of examples for our study, we have not the temperament for that form of melodrama or farce, and consequently we are poor dramatic critics. I find it difficult to endorse the righteous indignation of some who see a serious setback to the prestige of the U.N. in its reception of the Guatemalan appeal to it on the ground of unprovoked aggression. It is difficult in our present knowledge of the provenance of the Guatemalan affair to class it as a Korea. Before the U.N. or any international organisation for peaceful settlements can successfully intervene to prevent an innocent country surrendering to foreign invasion, it must be sure of the facts and those facts were obscure at the time of the appeal and are still obscure. The innocent country invaded seemed to contain warm supporters of the aggressors, the conquered Government (pro tem.) seemed unwilling to accept unconditional surrender. Even now, it looks as if revolution No. 2 may be round the corner (not an unusual sequel to a Central American *coup d'état*), and it might well be argued that the United Nations would have lost more prestige by intervention than by non-intervention.

Unrationed.—Rationing is over, and World War III breaks out, no Government, not a Communist, would dare to reimpose it. The h wife, who has suffered so much, is to-day a pow politics whom politicians defer to. Her troubles since had diminished. Rationing hasn't meant to her of late. The wounds have healed but scars remain. Rationing at its worst was an And now she is free to choose her purchases and planners will worry very much over the family Will it be "balanced," that word so dear to pla and theorists, or will she muck up the balance an undue proportion of starch and sugar and too body-building fuel ? And if she does, will that c world gluts in this or that and shortages in ite chief demand ? Perhaps she knows better than theorists what is best for her family. Perhaps believes that a little of what you fancy does you Perhaps it does, if you can pay for it. At the mo meat prices are "settling themselves" by *reductio absurdum*—the housewives are doing the job as alone can do it. I have never thought the pla have paid much attention in all their controls, a and regimentation to the common sense and exper of the housewife. The planners have been mer

if the public cannot or will not curb their bas more selfish aims, it is the duty of those who for them, to ration them.

the most part. But, if they don't think much of her common sense, they think a lot of her vote.

Gin-traps.—The Government's decision to continue the torture of gin-traps for several years is not accepted as necessary by all farmers. The argument of Authority is that until an equally effective, but more humane device for destroying rabbits is proved after tests, the gin-trap must remain in the interests of food production. But a large body of opinion among farmers and outside the humane societies declare that gin-traps, so far from being necessary, are a positive danger to food production, in that these traps kill off the rabbit's natural destroyers which breed slower than their prey. Some farmers say, and are prepared to demonstrate, that rabbits always increase when gins and snares are used. Others bank on ferrets, purse nets and long nets and, in the last resort, gas. But first and foremost the natural enemies of the pest. I suppose the responsible Minister had considered all the pros and cons before he made his decision, which is an ugly one in a nation which prides itself on its humanity. I hope at least that he will think again when he knows more accurately the effect of myxomatosis on the rabbit population. The public conscience is sometimes slow to stir. It is certainly stirred at last concerning these torture devices. Now perhaps it will be stirred by another barbarity. Myxomatosis has so ravaged Pembrokeshire, the greatest exporter-county of rabbits for food, that the rabbit pest no longer is a problem and the valuable export trade has declined to nil. In Cornwall, farmers are buying diseased rabbits for infection of their own rabbits, but no one in Cornwall will buy a rabbit to eat. They would rather eat rats. With evolution so rapid in the world of rabbits, four years is all too long for Ministerial ca 'canny on a humane reform.

Russia Swept the Board.—While the Russian oarsmen were showing the flag (hammer and sickle) and sweeping the board of the big prizes at Henley, their intellectuals were sweeping the chessboard at Caxton Hall. What need have they of any further witness? Communism surely has proved to the hilt its superiority in brain and sinew alike over all other political systems and theories. Why, then, spend any more money and effort in convincing the world that Lenin and Stalin were right? Why not leave the poor, decadent, defeated capitalists and imperialists to play their childish games and perish slowly in their blindness. Why not let political myxomatosis do the job in its own way and exterminate the pest of "capitalism"? What will happen to these victorious Russians when they return home? Will they be banished to Siberia, shut up in Peter and Paul; or will they be suffered to circulate as Ambassadors of Peace throughout Russia. I pin my hopes on their freedom to tell all their cousins and aunts that those British don't mean war, are quite unaggressive, are a kindly, friendly people, humble in defeat. "I tell you, Uncle Vanya, they are rabbits and not worth eating." Thus at last the wild theory that association in sport and games is the sure way to political understanding and brotherhood among nations will be fulfilled and justified. We shall be loved at last by being despised, not feared. And nothing could suit us better.

Railways Into Roads.—I can't say I have thought much about this plan, though it is not a new one to me. And if I did think seriously about it, my ignorance of engineering problems would make my opinions null. Yet it does seem to me that experts should at once lend their minds to the possibility of using the tracks of our small local lines, now being shut down, for the relief of road traffic. Some of those who propounded this "brain-wave" as something novel seem to have forgotten that even with main line tracks a dual-carriage way would in long stretches be ruled out. Even a width of 30 ft. would hardly suffice for single-traffic in both directions on a speedway pattern. In Sussex we are losing our dear little local line which ambled through our villages. It is a narrow track but an infinitely valuable ribbon. To prepare it as a roadway would be costly, but not so very costly, as trunk-road building goes. And even if it provided a one-way service, or an "alternate hour's" service in each direction, it would be a useful relief for industrial transport, and many car owners might fix their journeys along it by the alternate-hour schedules (as we do with ferry services), and lose nothing by short delays. I "smell a snag." The new roadway would have to be cleared to ensure free passage in the reverse direction. Could not automatic lamp signals divert the east-west traffic in due time to sidings connecting with existing roads when the west-east flow is due to begin? And in Goodwood week we could have a special time-schedule, to carry the cars to, and drain them away from, the course.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

RICHMOND

The Historical Associations of the Thames-side Town

By JANET DUNBAR

With Pictures by A. F. Kersting

THE RESTORATION OF THE TOWER OF LONDON'S FOURTEENTH-CENTURY MURALS

A SIGNIFICANT DISCOVERY IN AN UNINHABITED ROOM ABOVE THE MAIN ARCHWAY OF THE BYWARD TOWER: This mural, which has now been cleaned, is thought to represent the Last Judgement; the beam in the top right corner is decorated with a coloured frieze. *On right*—A view of the hooded fireplace, with the figures on either side; those on the left are thought to represent John the Baptist and the Blessed Virgin Mary.

The restoration of several early fourteenth-century murals and a richly-decorated beam, uncovered during repairs in the Tower of London, has now been completed after more than six months' work. The discovery was made in an uninhabited room above the main archway of the Byward Tower by Mr. Henley Blake, a restorer of the Ministry of Works Ancient Monuments Department. Situated on each side of the hooded fireplace, the newly-cleaned murals depict the Blessed Virgin Mary, John the Baptist, and a version of the Last Judgement; the paintings are on brick and plaster and the figures depicted are nearly 3 ft. high. The workmanship is superb and the colours, finely graded, are still quite bright. When the 22-ft.-long main beam in the same room was cleaned, a frieze, mainly in gold on a green background, was exposed. The pattern, which is repeated, is of the Leopard of England, standing with a red tongue and small, red-clawed birds, similar to doves, interspersed with fleur-de-lis. Much of the old painting on the beam is also in a fine state of preservation.

PARADE OF NEWLY-RELEASED PRISON "MARTYRS"

SCOTTISH NATIONALISTS DEMONSTRATE IN EDINBURGH: This parade—the first to be held by Scottish Nationalists—was to celebrate the release from prison of four men who were gaoled in connection with Nationalist activities. Three of the released men, perched on the back of a car, led the procession from the centre of Edinburgh, near St. Giles' Cathedral, to the "Meadows," where the meeting was held. A large force of police stood by during the march and the meeting. The men were sentenced last November for being in unlawful possession of gelignite.

AN ELEGANT GATHERING OUTSIDE THE TAVERN AT LORD'S: A general view of the scene during the Eton and Harrow match. The coaches drawn up around the field are a traditional part of the scene which has not been allowed to lapse. Most of the men at the match wore morning coats and grey or silk hats. The ladies made a brave attempt to bring out their prettiest dresses and newest hats, despite the inclement weather, and there was a good attendance on each of the two days.

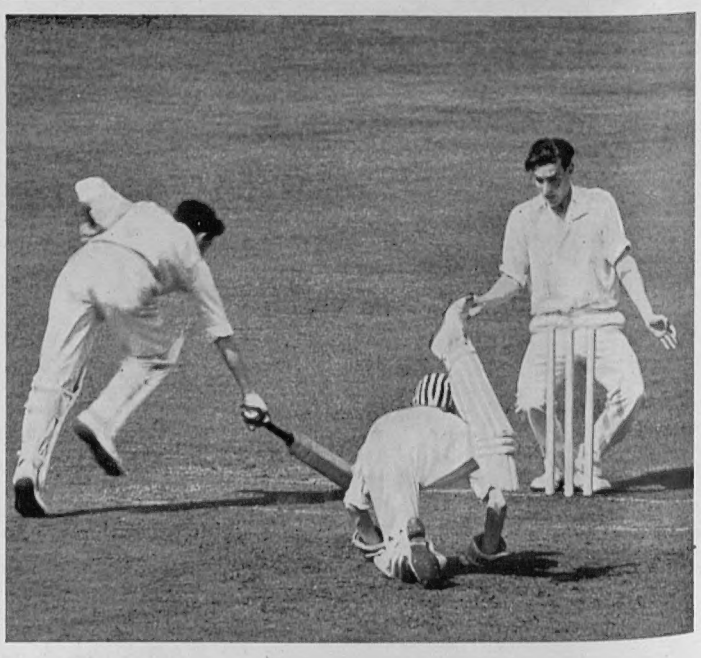
HARROW WIN AT LORD'S

Scenes During the Annual Encounter at which Harrow Beat Eton by Nine Wickets, thus Gaining their Third Victory Since the First World War

A PROLONGED TEA INTERVAL: Spectators at the two-day match meeting their friends in front of the Tavern on the second day. By this time, just after the tea interval, Harrow were well on the way to victory. On the first day of the game the Queen Mother was entertained at Lord's by Field-Marshal Earl Alexander and watched some of the play.

ONE OF NEAME'S SEVEN VICTIMS IN ETON'S SECOND INNINGS: C. H. Gibson at full stretch as he is bowled by A. R. B. Neame for six. Neame, the Harrow captain, took seven wickets for thirty in the second innings.

On right—



A TURNING POINT IN THE GAME: W. Aldous, the Harrow wicket-keeper, diving to run out the Eton captain, N. A. J. Winter, in the second innings. Winter, who had been defending well during the collapse of the Eton innings, and who had scored 37, was attempting a fourth run. A long throw from R. B. Bloomfield and this piece of work by Aldous put an end to Eton's hopes.

PEACE COMES TO GUATEMALA

Temporary Alliance Between Two Colonels Brings to An End the Two-week Revolution

An uneasy quiet lay over Guatemala after Colonel Castillo Armas, the rebel commander, had signed an agreement with the then current head of the Guatemalan State, Colonel Elfego Monzon, which put an end to the desultory fighting which marked the fortnight's revolution. Colonel Castillo and Colonel Monzon embraced with tears in their eyes, and entered Guatemala City together. Since then most of their time has been taken up with avowals of disinterestedness in political preferment and skilful jockeying for position. Within a week Colonel Castillo became President, but it was somewhat doubtful if it would be a permanent position. In any case, the problems that would face him and his Government are tremendous. First is the question of the disposal of the deposed Presidents, Colonels Arbenz and Diaz. Both, together with many hundreds of their most prominent supporters and of Communist Party officials, were sheltering in the various South and Central American Embassies in Guatemala City. While it is a point of honour among Central American revolutionaries to grant each other safe conduct into exile, the current junta would obviously risk great danger in the future in letting their enemies escape in this fashion. A further problem with which a future Government would have to deal is that of the Communists as a whole. There is evidence that their hold on the people is still considerable, especially in the country. Would a future Government be strong enough to wage an active campaign against them? Would it, indeed, be in a position to offer some solution to the economic plight of the country? These questions may well be hypothetical, for it is possible that it will be some time before a leader emerges who is strong—and physically safe—enough to form a Government which can last for any length of time.

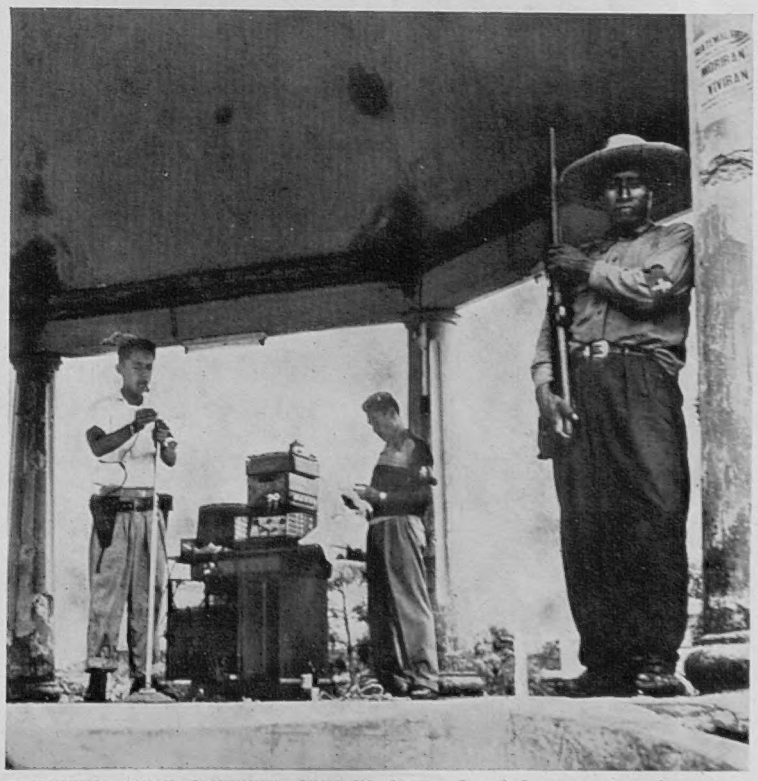
THE VICTORIOUS REBEL LEADER MAKES HIS ENTRY INTO THE CAPITAL: Colonel Castillo Armas and Colonel Elfego Monzon, leader of the military junta which had taken over in Guatemala City, were in the black car seen in the foreground as the revolutionary leaders made their way to the National Palace. This "triumphal entry" followed the signing of the peace treaty.

THE LOVE OF TWO COLONELS: Colonel Castillo Armas, facing the camera, embracing Colonel Monzon after they had signed the peace pact in San Salvador. A week later Colonel Castillo took over the Presidency.

THE AMBASSADORS WHO MEDIATED: Mr. Peurifoy (left), and Mr. McDermott, the American Ambassadors to Guatemala and Salvador.

THE TREATY IS SIGNED: Colonel Monzon (left) and Colonel Castillo Armas signing the pact in San Salvador. Between them sits Dr. Carlos Azucar Chavez, Foreign Under-Secretary of Salvador. Under the terms, the junta of five was to elect a permanent President.

COLONEL CASTILLO RETURNS TO HIS TROOPS: The rebel Commander waves his hat on arrival at Chiquimula Airport after he had returned from San Salvador, where he had signed the peace treaty. It was reported that some of his supporters at Chiquimula were afraid that Colonel Castillo would not sufficiently assert his position in Guatemala.



RECRUITING MUST CONTINUE—JUST IN CASE: A rebel sentry stands guard as an appeal for volunteers is broadcast from this makeshift radio station at Chiquimula. Colonel Castillo and Colonel Monzon promised to continue the fight against Communism in their own country.

AN OUTPOST AMONG THE FRENCH DEFENSIVE POSITIONS IN THE HANOI PERIM
An aerial view of the fortress of Nhai Tuu, showing artillery position transport vehicles. It was to this fortress, about six miles north-west of Phuly French Union forces moved after their withdrawal from Nam Dinh, further south, as part of their plan to shorten the defensive perimeter around

GETTING ARTILLERY INTO POSITION: A view of the French artillery positions at Nhai Tuu. With the fall of Phuly the future and the fate of this fortress was uncertain, as it was doubtful if an attack on Hanoi could be resisted.

BACKS TO THE SEA IN INDO-CHIN

The Withdrawal of French Union Forces into the Area Roun Hanoi and Haiphong Sets the Scene for a Bitter Alternative to Peac

Ostensibly the French have had an unhappy time in Indo-China since M. Mendès-France announced his intention of trying to secure an equable peace. The French Union command, with the two-fold intention of cutting their losses and building up their defences should the peace negotiations at Trung Gia and at Geneva fail, withdrew some 15,000 troops from about 1,000 square miles of the Red River Delta into a perimeter around Hanoi, with the port of Haiphong there to act as an escape hatch in an emergency. The original intention of the command was probably to defend an area of about 2,500 square miles, the southernmost line of which was to have run along the Canal des Bambous and the River Day. Unfortunately for some reason that is not yet apparent, the town of Phuly, one of the pivotal centres of this defensive system, was allowed to fall into Viet Minh hands. Strategically, therefore, the position of numerous little outposts like Nhai Tuu, of which pictures appear on these pages, has become impossible. It was into such outposts that large numbers of French Union troops, together with arms and equipment, were moved after the evacuation of the areas further south. If the original plan for the defence of the Hanoi perimeter has been upset, these troops are in danger of being or, at best, immobilised.

The evacuation of the vast tracts of River Delta has not been without sad re sions. The French Government has, or wrongly, forfeited Viet-Namese co After consistent appeals for a greater wa the French seem to have abandoned 2,000,000 loyal Viet-Namese. This m Viet-Nam is reflected in Hanoi, where no appeared to have been made to prepare defence of the city, though the thud of guns and even the rattle of machine-gun drawing nearer every day. It was unlikely attempt would be made to make anothe Bien Phu out of Hanoi, or even Haiphong

General Giap, the Viet Minh comma now stronger than ever before. He ha divisions, with tanks, massed to make into the Hanoi perimeter, and if he w launch his forces, there seems to be little why he should not succeed. On the other the situation is in his favour, and he lose nothing by making peace. Either however, the Red River Delta would seem doomed for the present, unless some extraor and entirely unforeseen event should occ

IN THE EVACUATION PORT: Refugees and soldiers from Northern Viet-Nam mingle at a refugee camp in the protected area of Haiphong. The great exodus from the Red River Delta to this northern port was accompanied by many familiar scenes of weary and dispirited refugees straggling along the roads. Even so, some 2,000,000 Viet-Namese had to remain behind.

UARDING A ROAD BEFORE THE FALL OF PHULY: A French tank covering the evacuation of troops and civilians at a road junction to the south of Phuly. The town itself was taken by Viet Minh forces and was the first withdrawal by the French Union forces which was not previously planned. It is believed that no fewer than eight Viet Minh divisions, reinforced by tanks, are massed to break into the Hanoi perimeter if the peace negotiations at Trang Gia and Geneva should break down.

CEREMONY AT CHATHAM

The Duke of Gloucester carries out Two Important Engagements at the Royal Naval Barracks at Chatham

THE DUKE OF GLOUCESTER TRAVELS BY HELICOPTER: He is seen stepping out of the naval Dragonfly helicopter which carried him from the grounds of Buckingham Palace to Chatham. At the Royal Naval Barracks the Duke of Gloucester unveiled two stained-glass windows in memory of the late King George VI, and presented a new Queen's Colour to the Nore Command.

The memorial windows, which were unveiled by the Duke of Gloucester last week, are in St. George's Church at the Royal Naval Barracks, and were executed as a tribute to the late King from the Nore Command. The money for the windows was subscribed by the ships and establishments in the Command and gifts from former senior officers. The unveiling service, which was conducted by the Bishop of Rochester, was impressive, all the hymns being those of which King George was especially fond. The address was given by the Dean of Rochester. The unveiling of these windows makes the set of windows in the Choir and Sanctuary of St. George's complete. It includes memorials to the men of the Chatham Port Division who lost their lives during the Second World War.

THE MEMORIAL WINDOWS WHICH WERE UNVEILED BY THE DUKE OF GLOUCESTER: The design is by Mr. Hugh Easton, and in the window on the left, at the bottom, can be seen a section of the Chatham gun-crew which drew the gun-carriage at the funeral of King George VI. Below the Royal Coat of Arms in the centre window, the King's naval cap, sword and belt are depicted.

PRESENTING A NEW QUEEN'S COLOUR TO THE NORE COMMAND: Lieutenant B. E. Spicer is seen receiving the new Colour from the Duke of Gloucester, who presented it on behalf of the Queen on the barracks' parade-ground.

TAKING THE SALUTE: Officers and men of the Nore Command give a smart "Eyes right" as they pass the Duke of Gloucester during the march-past.

On right—

THE INSPECTION: The Duke of Gloucester, wearing General's uniform, inspecting the Royal Guard to the old Colour, before he presented the new Queen's Colour.

THE MAU MAU ROUND-UP

Operation Anvil, Aimed at Clearing Nairobi of Terrorists, Has Effected the Screening of Some 30,000 Suspects

Operation Anvil—the move to clear Nairobi of Mau Mau supporters—has in recent weeks rounded up some 30,000 suspects and classified them into "blacks," "whites," and "greys." The clearing house for these suspects is the Langata Holding Camp, Nairobi, where they are stripped, searched, interrogated and classified as subversive or not.

The camp consists of tented compounds of 500 men and is run by seventy European officers of the Kenya Police Reserve and 400 Askaris. But their main weapon against the suspected terrorists are the "Hooded Men"—Mau Mau informers who identify Mau Mau sympathisers. These men are never seen without being completely covered in sacking. They are unknown to each other and their identities are known to only a few European police officers. Those identified are held in more permanent camps under the emergency regulations. Some 50,000 tribesmen are now reported to be detained.

During the sweep few arms were discovered. Many are believed to have been buried and recently troops have dug up a fair number of rifles and revolvers after locating them with mine detectors. Though the round-up policy has been proving effective, a disturbing feature is that the Mau Mau contagion has spread—via Nairobi—to other tribes, among them the Meru, Embu, and Kamba.

The cost of "Operation Anvil" is also proving too much for Kenya taxpayers to bear alone. There has been heavy expenditure on detention camps and on work schemes for those released. Mr. E. A. Vasey, Kenya Minister of Finance, was in London for a fortnight to discuss the Colony's finances and ways and means of making it self-supporting. He said that British officials had shown him the "greatest sympathy."

THE "HOODED MEN" OF THE KENYA POLICE SPECIAL BRANCH LOOK AT SUSPECTS: As part of their drive to clean up Mau Mau in Nairobi, the Kenya Police are using informers to identify suspects. These men always appear hooded; their identities are unknown to each other. Only a few white police officers know who they are.

INSPECTION AT LANGATA HOLDING CAMP: General Sir George Erskine, C.-in-C. East Africa, inspects the guard at the main gate. Over 30,000 suspects have been screened into "black," "grey," and "white."

INTERROGATION OF MAU MAU SUSPECTS: At the reception centre of Langata Holding Camp suspects are stripped, searched, questioned, and documented. The stripping is done by native police, who also give receipts for any valuables or money.

NEW ARRIVALS: A batch of suspects arrested in Nairobi are marched into Langata Holding Camp. All are Kikuyus, Merus or Embus. Despite the increasing counter-measures against Mau Mau, the infection is spreading—from contacts in Nairobi—among tribes in Kenya other than the Kikuyu.

FINGERPRINTING A MAU MAU LEADER: The man looking towards the camera was identified by "Hooded Men" as a Mau Mau leader in the Nairobi area. Those picked on by the "Hooded Men" are detained in camps under the emergency regulations.

Foreign News in Pictures

THE WITHDRAWAL IN INDO-CHINA

And a Survey of Other Recent Events Throughout the World

While M. Mendès-France was making all efforts to secure an armistice in Indo-China before next Tuesday, the military situation in Northern Viet-Nam deteriorated deplorably. The evacuation of almost the whole of the Red River Delta, though planned well in advance, has made the situation of the French in Northern Viet-Nam virtually impossible, so that, if the French Prime Minister should not succeed in securing the hoped-for armistice, the French Union forces will be in the gravest danger. In addition, the French position throughout Indo-China would be seriously jeopardised, so that M. Mendès-France has had to tell the French National Assembly that he would send conscripts to Indo-China if negotiations failed. This plan, in the event of the worst happening, has to some extent heartened the saner counsels in Washington, who have been facing growing accusations of a French "sell-out" in Indo-China. From M. Mendès-France's statement of future policy it has become apparent that, much as France longs for an honourable end to the fighting in South-East Asia, she is prepared to fight on if that cannot be achieved.

THE TORTUOUS WITHDRAWAL IN THE RED RIVER DELTA: "Crabs" and "Alligators" finding the going through paddy-fields slow and difficult during the withdrawal from the fortified post of Yen-Phu. In the past weeks some 15,000 French Union forces moved out of about 1,000 square miles of territory in Northern Viet-Nam, which is one of the richest rice-producing districts.

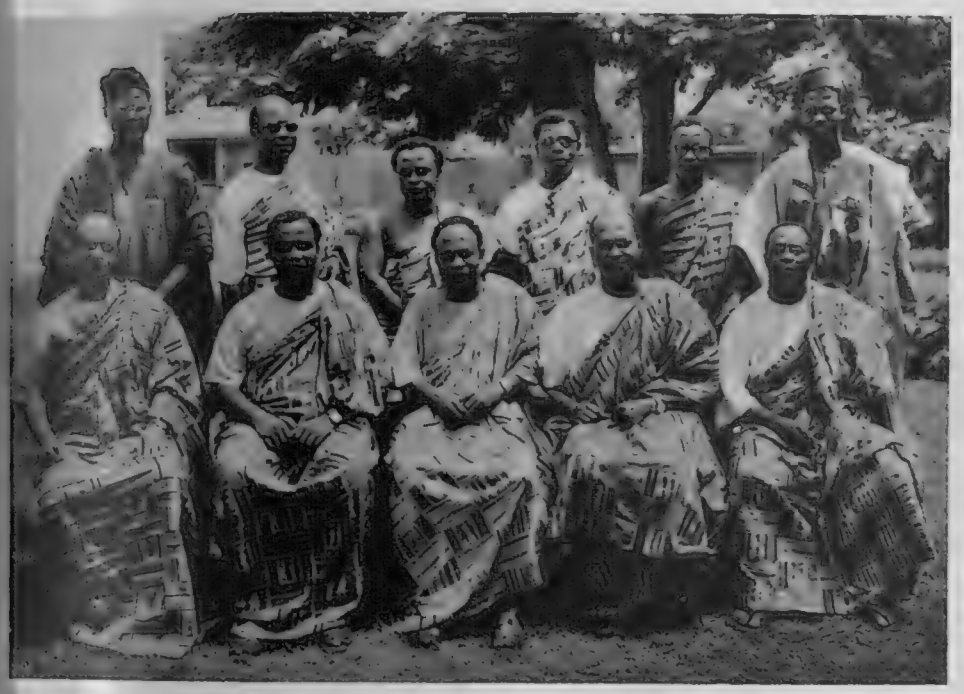
THE GREEK PREMIER IN GERMANY: Field-Marshal Papagos (second from left) being shown round the grounds of the Schaumburg Palace in Bonn by the German Federal Chancellor, Dr. Konrad Adenauer, who is seen pointing towards a 200-year-old oak tree. On the extreme left is Mr. Thanos Capsalis, the Greek Minister of Co-ordination, and on the right, next to Dr. Adenauer, are the Greek Foreign Minister, Mr. Stephen Stephanopoulos, and Herr Hallstein, the German Vice-Secretary of State. Field-Marshal Papagos was paying an official six-day visit to Western Germany, thus returning a similar visit which Dr. Adenauer made to Greece last April. During his stay, the Greek Prime Minister, who was also accompanied by the Governor of the Bank of Greece and senior officials of the Greek Foreign Ministry, conferred with the Federal Chancellor on political and economic problems.

STILL TALKING ABOUT THE ST. LAWRENCE SEAWAY: Canadian and United States officials during their preliminary talks in Ottawa on joint participation in the construction of the St. Lawrence Seaway. Seated (from left) are Mr. Robert Anderson, U.S. Deputy Defence Secretary; Mr. Lionel Chevrier, head of the Canadian Seaway Authority; and Major-General B. L. Robins, Deputy Chief of the U.S. Corps of Engineers. Behind are Mr. R. A. C. Henry, the special projects chief of the Canadian Transport Department; Mr. Lewis Castle, administrator of the U.S. Seaway Authority; and Mr. R. B. Bryce, Secretary to the Canadian Cabinet. The future of the St. Lawrence Seaway has been the subject of great controversy between the United States and Canada for many years. Its purpose is to enable ocean-going vessels to sail from the Atlantic along the River St. Lawrence right into the Great Lakes, into the heart of industrial America.

REINFORCEMENTS ARRIVE AT SAIGON: Soldiers of the 22nd Algeri... Tirailleurs line up on the quay after disembarking from the troopsh... *Pasteur*. They had come to reinforce the French Union Force...

A RUSSIAN OILFIELD WHICH STRETCHES OUT TO SEA: A new section of ... arterial trestle which marks the new "Neftyanye Kamny" oilfield... the Soviet Republic of Azerbaijan. This steel trestle, dotted with ... derricks and containing numerous ramifications, stretches out to the Ca... Sea for many miles. Work is continuing to extend the trestle, with ... floating cranes bringing in the pile trusses. Powerful pneumatic pile-dri... are used to sink the piles into the sea-bed. Right in the open sea a compl... village consisting of two-storey pile-supported buildings has been erected ... house builders and oil operators. Among the amenities there is an ... patients' hospital, and a "Palace of Culture" is now under construct...

THE NEED FOR REHOUSING IN BRITISH WEST AFRICA—A CONTRAST IN ACCRA: *On left*—A typical slum property in Jamestown, Accra. *On right*—A modern house for a higher-salaried Government official. Pleasant and airy, it is situated on a hillside to catch any available winds. Last month the Colonial Secretary, Mr. Oliver Lyttelton, drew attention in the House of Commons to the urgent need of rehousing lower wage-earning Africans in West Africa. He added that, in the Gold Coast, great progress had been made in clearing the slums of Accra and Kumasi, and that the Government alone was building some 10,000 houses. Private building enterprises were also making their contribution towards solving housing problems for the lower wage-earning classes as well as for the more wealthy members of the population.



THE NEW GOLD COAST CABINET: The first official picture of the Cabinet, which was formed in Accra following the Gold Coast general election last month. Seated in front are (from left) Mr. Archie Casely-Hayford, Minister of the Interior; Mr. Kojo Botsio, Minister of State; Dr. Kwame Nkrumah, the Prime Minister; Mr. K. A. Gbedemah, Minister of Finance; and Mr. E. O. Asafu-Adjaye, Minister of Local Government. Standing behind (from left) are Mr. J. H. Allassani, Minister of Education; Mr. N. A. Welbeck, a new member of the Legislative Assembly, Minister of Works; Mr. Aaron Ofori-Atta, Minister of Communications; Mr. Ako Adjei, also a new member, Minister of Trade and Labour; Mr. J. E. Jantuah, Minister of Agriculture; and Mr. Imoru Egala, Minister of Health, who is sitting in the Legislative Assembly for the first time. It was after the Convention People's Party had won the Gold Coast's second general election by gaining 71 out of 104 seats in the Legislative Assembly that its leader, Dr. Nkrumah, was once again invited to form a Government. Dr. Nkrumah declared that his Government would continue to seek full independence for the Gold Coast.

ONE OF LORD SOULBURY'S LAST PARTIES IN CEYLON: The Governor-General (centre), who is relinquishing his appointment this week, at a party given in Colombo by the Canadian High Commissioner, Mr. J. J. Hurley (second from left), to celebrate Canada Day. Lord Soulbury, who is sixty-seven, has been Governor-General of Ceylon since 1949, and was created a Viscount in the Birthday Honours last month. He is being succeeded by Sir Oliver Goonetilleke, formerly Minister of Finance, who thus becomes the first Ceylonese Governor-General of the Dominion.

FROM DENMARK TO GERMANY BY UNDERWATER PROMENADE: Jan Uhre, assisted by two frogmen, arriving at the German island of Fehmarn after an 11½-mile walk under the Baltic. Uhre, who is a Danish civil servant, had set out on his underwater walk from Roedy, on the Danish island of Laaland. During the four-hour walk he was guided to his destination by a 10-ton fishing-boat.

INDIAN PILGRIMS GATHER FOR THE ECLIPSE: The temporary camps of some 500,000 pilgrims are seen in the foreground during the ceremonies at Kurukshetra, about 150 miles from Delhi. The pilgrims had gathered to mark the eclipse of the sun, and bathed in the sacred tanks there. Scenes of unprecedented fervour were witnessed as men, women and children prayed and offered up gifts.

THE GRACEFUL LANDSCAPE OF WREST PARK : A view of the back of the imposing mansion, showing the elegant tree-lined walk and ornamental fountain. Restoration is now proceeding on a number of buildings on the 800-acre estate.

RESTORATION AT WREST PARK

Work is Now in Progress on the Delightful Mansion at Silsoe, Bedfordshire, which Contains Much that is Best in Seventeenth- and Eighteenth-Century Architecture

On left—

THE ORANGERY : Work in progress on the restoration of what is one of the few remaining orangeries in England. It was built in 1836.

TWO OF THE OUTSTANDING FEATURES OF WREST PARK : *Above*—The hump bridge over the canal, which was built less than eighty years ago, copying the style of the fashionable Willow-pattern Plate. *On left*—The handsome Pavilion which was built by the architect Thomas Archer in 1709.

It is rarely that a house or estate retains much architectural attraction or beauty after it has been altered and added to through three centuries. Wrest Park, at Silsoe, in Bedfordshire, does, however, present this paradox : it is one of the most beautiful of Bedfordshire country houses although its features are decidedly not architecturally thoroughbred. It is fitting, therefore, that the Ministry of Works should devote a considerable amount of time and money to restoring some of the chief buildings on this charming estate. Perhaps " restoring " is too strong a word for it, because the Ministry's architects claim that they are doing no more than repairing what has, over the past few decades, sunk into a sad state of decay. However, modest as their ambitions may be, the architects and craftsmen, if they are successful in their task, will do something to restore the beauties and glories of Wrest Park.

There have, in fact, been three mansions at Wrest Park, the first dating back to Elizabethan and early Stuart times. Then came a seventeenth-century building for Henry, Duke of Kent. The grounds were transformed, with formal gardens, which included a maze, and the Pavilion, which was built in 1709. Towards the middle of the eighteenth century, Jemima, Lady de Gray, came into possession of Wrest Park, and it was she who engaged Capability Brown to complete and improve the gardens laid out by the Duke of Kent. These gardens, splendid examples of the great landscape gardener's art, still remain to-day. About 1830 the house was pulled down, and the present building erected for the second Earl de Gray. After that Wrest Park enjoyed mixed fortunes. The mansion changed hands, many of the ornaments were sold and dispersed. In 1946 Wrest Park was acquired by the Government and the house is now being used as a store for horticultural machinery by the National Institute of Agricultural Engineering.

The three most important parts of the estate which are being repaired are the Banqueting House, the Pavilion and the Orangery. The Pavilion is regarded as being a perfect example of English Palladian art. It is a domed, circular building, with five ante-rooms and an entrance porch which radiate from the central hall. As it is the work of Thomas Archer, a Court architect who was active in the early years of the eighteenth century, it is considered to be of some historical importance.

The Banqueting, or Bowling-green House, was the work of William Kent in about 1735. It is a rectangular building, consisting of one large apartment, with notable door-cases and a fine fireplace. The orangery is one of the few still remaining in this country. As it was built in 1836, it is the product of the latest period of additions to Wrest Park. It has a very elaborate baroque façade in a cement composition. In a way, it is typical of the style of Wrest Park ; not ancient, or classical in style, but attractive to look at, and no doubt a future attraction for the visitors who will come to see Wrest Park.

TONG CASTLE

The Shell of a Country Residence, Designed by Capability Brown, which is to be Demolished

A FAMOUS SHROPSHIRE RESIDENCE WHICH IS TO BE DEMOLISHED ON JULY 18: The shell of Tong Castle, which stands proudly by the shores of the artificial lake made by Capability Brown a few miles north of the industrial town of Wolverhampton. Tong Castle, which was designed by the great landscape gardener in the eighteenth century, has stood empty since shortly before the 1914-18 War, and is now to be demolished by Territorial Army sappers.

A CLOSE-UP VIEW OF THE SHELL OF TONG CASTLE: This picture shows the main east façade of the castle, which was built for Mr. George Durant, who had amassed a large fortune in Havana before coming back to England.

A few miles north of Wolverhampton lies the "Boscobel country," with its close connections with the escape of Charles II after the battle of Worcester. Dominating this area is a curious Gothic building, Tong Castle, which is due to be demolished on the afternoon of July 18.

The castle was built by George Durant, who, after amassing a large fortune in Havana, returned to England and determined to settle somewhere in the neighbourhood where his forefathers had lived. So he purchased the Tong Castle estate, near to Watling Street, from the Duke of Kingston.

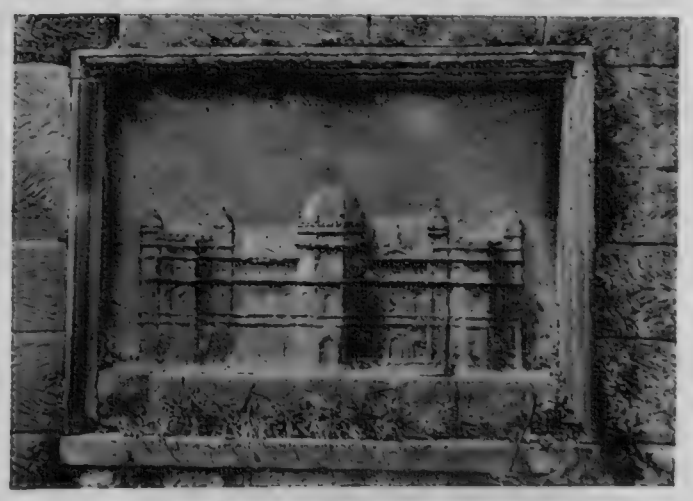
His first action was to demolish the old sixteenth-century castle and to call in the eminent architect and landscape gardener, Capability Brown, to design him another.

Brown must have been happy in designing such a full-blooded attempt at Georgian-Gothic. Tong must be regarded as one of Brown's most curious designs. The building was provided with an ogee dome, and fragments of rococo plasterwork—possibly the work of Thomas Stocking, the Bristol plasterer Brown had collaborated with at Corsham Court—adhered to the walls for many years after the building had been open to the elements.

In 1855 Charles Selwyn Durant issued the lavish sale catalogue that was to be the beginning of the end of Tong. He sold the estate and house (in bad repair) to the second Earl of Bradford, who added it to the Weston estates. The house was occupied until shortly before the 1914–18 War and various attempts were made in the intervening years to find some use for the property. Messrs. Duveen bought many fireplaces and oak floors about this time, but with the copper and lead gone from the roof decline was inevitable, and on July 18 a party of sappers is to perform the last rites with carefully-placed explosives. The projected demolition had been discussed by the Georgian Group, who decided they were unable to intervene because of the dangerous state of the fabric.

Capability Brown also landscaped the surrounds to Tong Castle, forming the lake out of a stream which flowed from Weston Park, and Mr. Christopher Hussey, the authority on landscape gardening, has compared the clumping of the trees to those at Blenheim, although admittedly on a much smaller scale. To-day the tourist speeding along the busy Wolverhampton–Newport Road may pause at the medieval Tong Church with its fine Vernon monuments. Dickens gave a description of it in *The Old Curiosity Shop*, but Mr. Durant's curious castle has passed into limbo. The rooks have found homes elsewhere, the dust will soon have settled—another house will have gone.

Above—**THE MAIN GATEWAY TO THE ESTATE: The design of the castle and its outbuildings was carried out in one of Brown's most curious styles, as the weird gateposts and other ornaments in this picture bear witness.**



On right—**ONE OF THE PANELS NEAR THE GATE-POSTS ON THE OUTER WALLS: This relief panel depicts the castle with its curious ogee dome in the centre, which has since collapsed, due to weather erosion and rotten timbers.**

WINDSOR'S

Record Entries and a Larg
of the Royal Agricultura

HIGHLIGHT OF THE FARMING YEAR—THE ROYAL SHOW AT WINDSOR: An aerial view of the showground in Windsor Great Park from over the main entrance looking towards the Grand Ring, seen in the centre. This year's Royal Show was notable for an outstanding display of cattle and horses and for a fine exhibition of machinery.

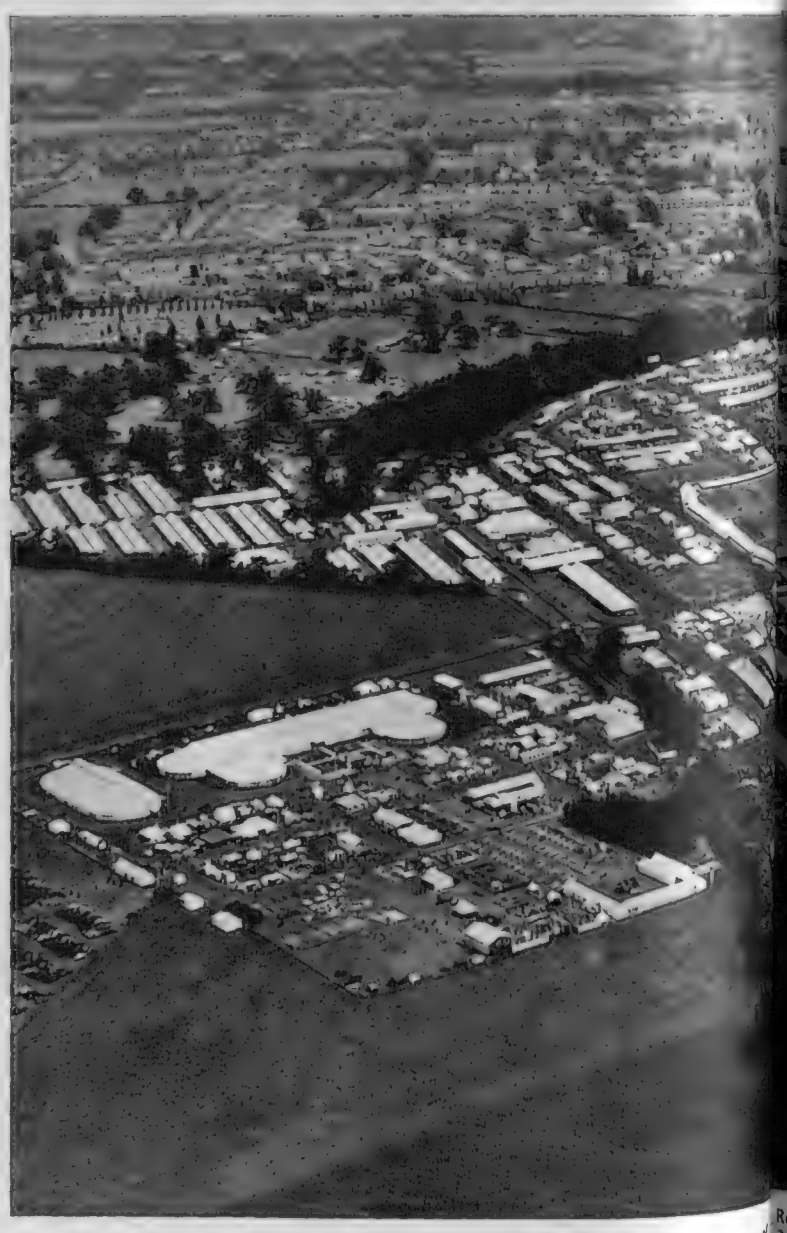
LOOKING-IN: The view from the television tower whi was erected near the main ring. Besides the us large attendance at the Royal Agricultural Societ Show, millions of viewers watched some of t main features of the Show on television.

This year's Royal Agricultural Show was in more ways than one a "Royal" occasion. Set in the Great Park of Royal Windsor, and graced by the presence, and the keen personal interest, of the Queen, the Duke of Edinburgh and other members of the Royal family, the success of the Show was some way towards being assured. But the high standard of the large number of entries in most classes, the interest aroused and the gaiety of the scene caused the many thousands of visitors to be thoroughly satisfied with their visit.

There was so much to see and so much to keep one occupied, that it would be marvellous if a single day sufficed to take it all in. There was the judging of cattle: the beef cattle, which is always of special interest to overseas visitors, with their rich variety of Shorthorns, the fine Herefords and the Highland. The dairy-cattle judging, always a fascinating contest and contrast between the Ayrshires and the Friesians, the Guernseys and the Jerseys. The goats and the sheep, and, of course, the pigs, some of whose names alone prove irresistible. Even a city-dweller must pause at the judging of the Long White Lop-eared or the Gloucestershire Old Spots.

But, of course, there was more than cattle at the Show. There were the horse-breeding classes, and the ridden hunter classes, a handsome gathering of beautiful horses mounted by expert horsemen and women. There was the exhibition of new farming implements and machinery. And finally, there was the delightful "Pageant of the Nineteenth Century," with its procession of old carriages, and the reproduction of a meet of the Royal Buckhounds in Regency style. A picturesque touch to a varied and colourful occasion.

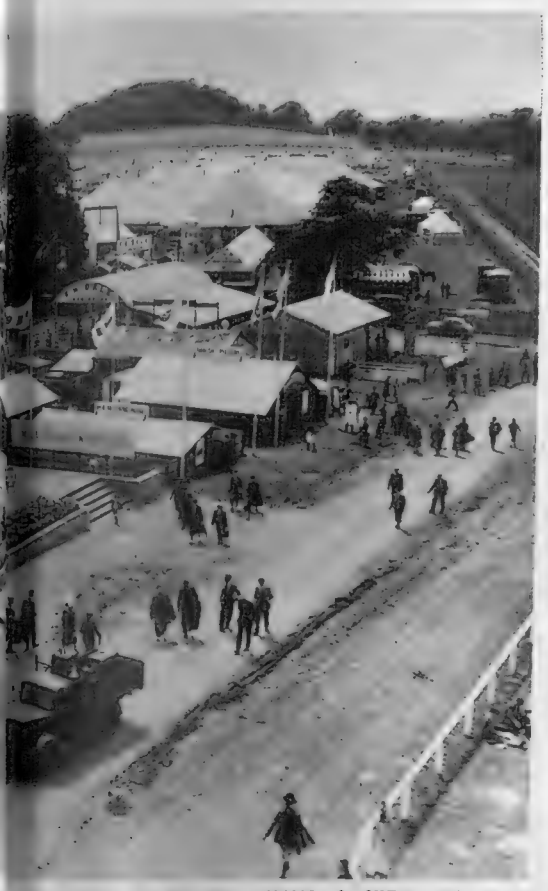
"A PAGEANT OF THE NINETEENTH CENTURY": Part of the parade of some sixty horse-drawn carriages, coaches, omnibuses and other vehicles in the Grand Ring. This parade was part of the pageant which was enacted on each afternoon at the Show.



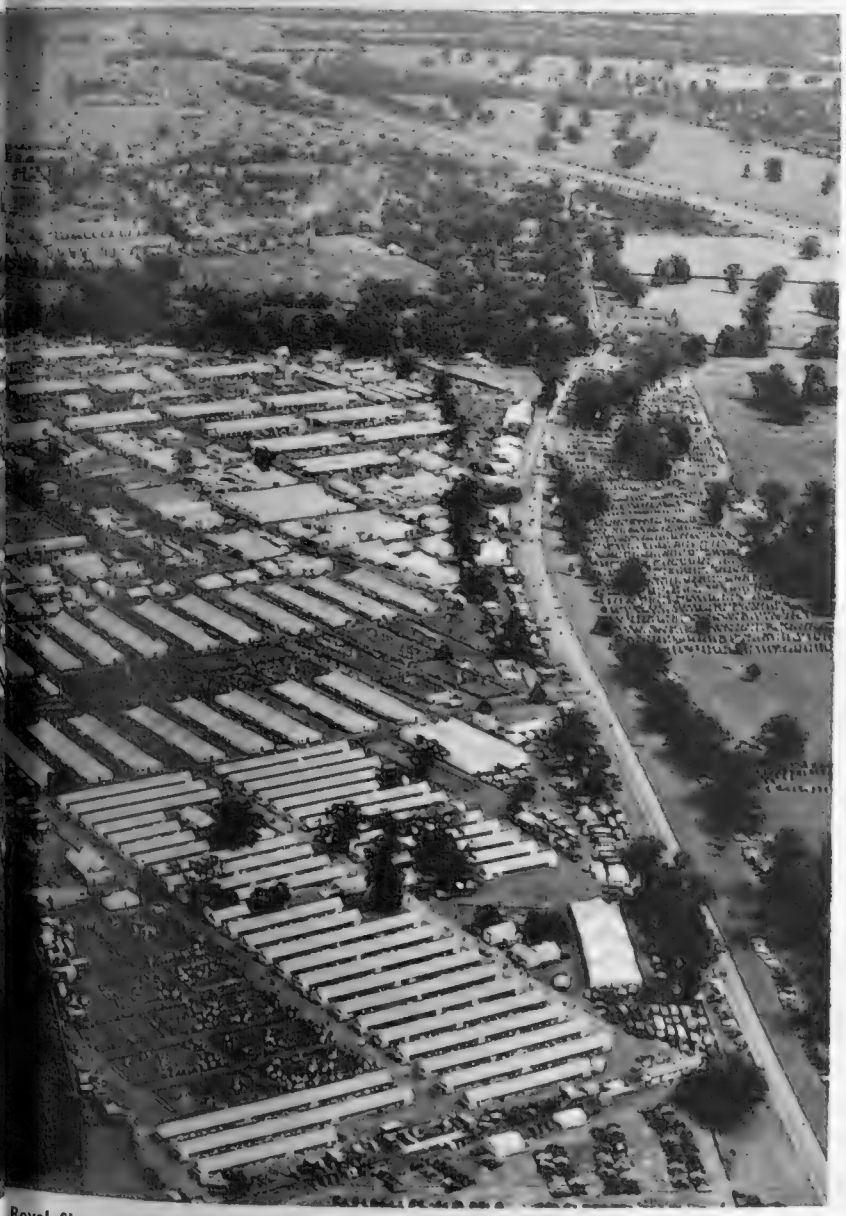
A TOWN SPRINGS UP IN THE GREAT PARK: The whole extent of the area c be seen Windsor Castle. The site of the Show occupies 151 acres; n showed great interest in an outstandingly strong entry in most o

ROYAL SHOW

Attendance Ensured the Success Society's Show in the Great Park



On right: A RECORD SHOW—A VIEW BY AERO-FILMS OF THE GENERAL SCENE: This year there was a record entry of 4,844 animals. The Queen and other members of the Royal family took a keen personal interest in the Show.



Royal Show cannot be seen in this air view. On the horizon towards the right can 34,000 railway sleepers were used for roads. A large number of overseas visitors dairy cattle, notably of Ayrshires, British Friesians, Guernseys and Jerseys.

JUDGING IS A SERIOUS BUSINESS: Mr. R. J. Charleton, a steward, watching the judging of a class of Suffolk ram lambs. The award for Suffolk sheep went to Southburn Estates, Driffield, and the reserve award to Colonel Sir Robert Gooch, of Beccles.

FLASHBACK TO REGENCY DAYS: The hounds being led into the Grand Ring at the reproduction of a meet of the Royal Buckhounds. Sixty riders, in the costume of the second decade of the nineteenth century, assembled to receive the stirrup-cup.

NORFOLK'S FAMOUS AGRICULTURIST

A Bicentenary Notice of Coke of Norfolk, a Father of Modern English Agriculture, who Brought Bumper Harvests to Arid Norfolk

By JOHN GORE

COKE OF NORFOLK.—The two-hundredth anniversary of the birth of Coke of Norfolk fell on May 4 of this year, although our Dictionary of National Biography ante-dates his birth by two years, thus increasing his remarkable virtues as a link with the past. But though he was undoubtedly born in May, harvest-time is the appropriate season of the year in which to commemorate his fame. For he brought bumper harvests to arid Norfolk and was a great pioneer of modern methods in a national and more than ever vital industry.

He was the eldest son of Robert Wenman Roberts, who on succeeding to the estates of his maternal uncle Thomas Coke, Earl of Leicester, assumed the surname and arms of Coke. His mother was Elizabeth Chamberlayne (afterwards Denton), of Wardington, in Oxfordshire. The boy was educated at Eton and in the then prevailing fashion among his kind was "finished" abroad. He earned a reputation in Italy as something of a rip and had a mild romance with the not very romantic Countess of Albany, the Young Pretender's forsaken Queen, who a few years later fell into the arms of Alfieri. On his return home, Coke, of course, entered Parliament, a staunch Whig and supporter of Fox; and on and off remained an M.P. until the Reform Bill.

He twice refused a peerage and was not created Earl of Leicester until 1837. He was a dutiful, if rather silent, Member, and his fame to-day rests entirely on his work for agriculture in his own county and country.

When Coke came into his inheritance, the land round Holkham was unenclosed and the cultivation primitive. There was sheep farming of a sort, but no cattle were raised. Coke took control of his own farms, one by one, and called in all the expert help he could find. He poured in marl, increased livestock, invented a cropping system and, within ten years, wheat was sown in lieu of rye for the first time in the district.

With constant obstructions from conservative elements, and a good deal of dragooning, he created of west Norfolk a wheat-growing area, while his South-down sheep and Devon cattle became famous. His rent roll soared from £2,000 to £20,000 a year. He and the 5th Duke of Bedford became the first authorities on agriculture in the country and Coke's fame and authority never ceased to grow and has never been forgotten.

As a Link with the Past.—Most people are interested in what the Press calls "Links with the Past." It is a human trait to welcome any instance of men cheating the inexorable laws of life and death and the depressingly short and rigorous term of the generations of mankind. These links are usually forged by second marriages made late in life and Coke was no exception. He was twenty-one when he married, in 1775, his cousin, Jane Dutton, who bore him three daughters. She died in 1800, and twenty-one years after her death, in his sixty-eighth year, he remarried with Anne, daughter of Lord Albemarle, who bore him five sons and a daughter. He died, in his eighty-ninth year, in 1842.

It is (as Creevey would have put it) "a curious circumstance," and one in which the Press delights, that this man, born 200 years ago, when the '45 was still a vivid memory and the French Revolution an event in the unknown future, twenty-five years ahead, had living on his 200th anniversary, four grandsons and a granddaughter. For it is quite a normal thing for a grandfather to play games with his grandchildren and to know a good deal about their characters. But Coke of Norfolk had been dead thirty-four years before the first of these grandchildren was born. It was again the result of a late second marriage. His son, the 2nd Earl (by his second marriage), married for the second time in 1875.

As Creevey Saw Him.—The mention of Thomas Creevey suggests that there is still no better journalist's eye through which to re-create old Coke of Norfolk than his. For Creevey was a master of columnists and wrote for posterity. One can almost say that he had Coke's bicentenary in view when he recorded his impressions of Coke at home and in London.

Among Creevey's historical heroes was the great lawyer of the early seventeenth century of the same family and county; and Norfolk, of all counties, was bound up in Creevey's own modest career. Moreover, Creevey, too, was an ardent Foxite and Coke of Norfolk was a Whig after his own heart.

The first mention of Coke in the Creevey papers is in his journal, written during a visit to Howick in 1809, where, itemising the plums dropped in conversation round the dinner table, Creevey remarks "Canning's calling Coke a 'landed grandee' is damned good." We have lost the *point* of this witticism, but it shows that already Coke's work at Holkham had given him a reputation. All Creevey's references to Coke and to his daughters are admiring. The three daughters of his first marriage were Jane, Lady Andover; Anne, Lady Anson; and Mrs. (afterwards Lady Elizabeth) Stanhope. Coke married Lady Anne Keppel, as his second wife, in 1822, and the children of the second marriage were still children when Creevey died in 1838.

He never refused an invitation to dine with Lady Anson and to extol the perfection of her manners and those of her sisters, but he did not extend that admiration to their new stepmother, whom he called a *deep one*, if ever he saw one, lacking beauty, elegance and manners. Not seldom he stayed at Holkham, and the journey to Norfolk was always for him a pilgrimage of memories. "No tract of hundred miles is so full of associations . . . I began my entrance into life at Hackney, and then through my academical residence . . . at Cambridge. Newmarket, too, is not without reminiscences and then I entered upon the county one of whose towns I represented in Parliament sixteen years of my life, passing Old Buckenham, Rainham and Houghton . . . and to sum up, I was coming to the birthplace and property of much the best politician that England has ever known, Old Chief Justice Coke." He might have added a word of gratitude to Essex, as he passed through that county, for it was in Essex that Western found him a rich and charming wife, and Lord Petre gave him work to do and a Borough to represent in Parliament.

A Final Visit.—So it was that when, in January 1838, another invitation to stay at Holkham came to him, Mr. Commissioner Creevey of Greenwich, though now a sick old man, was easily persuaded to make the sentimental journey again. It was the last country-house visit he made.

He wrote to Miss Ord on January 3: "I am much better than I was, tho' I was never bad, and at present I am not *quite* well. I live mostly in my charming bedroom on the ground floor, with a door at hand to go out of doors if I like it, and another equally near for nameless purposes. A maid lights my fire at seven punctually and my water is in my room at eight. The attention of my maid in refreshing my fire thro' the day, almost hourly, is raally beyond, and I can never forget Lady Anson's liberality in the way she has permitted me to partake of her blue pill, black dose, etc. . . ." He would have needed his bedroom fire in winter at Holkham. Fires in all the corridors could hardly have tempered the cold of that huge house.

On the 7th he wrote: "We have had another great household ball here, and Lord Leicester danced again with a lady staying here—Lady Beauchamp, I declined taking the field, as did my inseparable dear Dow. Anson. Lord Leicester took me in his post chaise to show me improvements and then to follow the shooters. . . ."

Coke was then in his eighty-fifth year, Creevey in his seventieth. A month later Creevey was dead. Coke lived on for four years more—There were giants in those days and Coke was one of them.

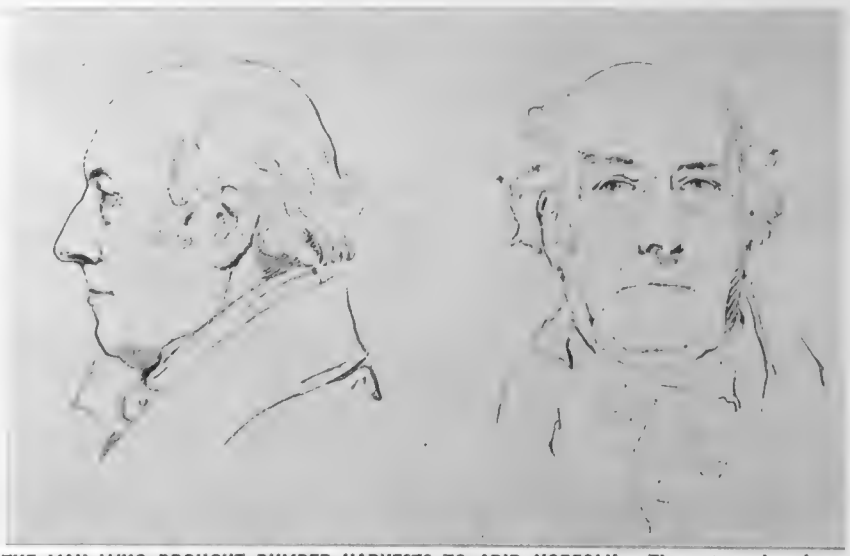
His Place in Social History.—Coke of Norfolk, of course, is constantly mentioned in social contemporary letters and diaries and memoirs, as he is in treatises on farming. Arthur Bryant, in the *Age of Elegance*, with a theme after his own heart, summarises the chief authorities in a rather charming purple passage: "The annual sheep-shearings were events as important as the Derby or the meeting of Parliament. Coke's rustic palace, Holkham, became a place of pilgrimage that rivalled Walsingham in the age of faith; the interminable drive, the triumphal arch, the lakes the woods, the obelisk, the distant view of the sea . . ., the exquisite changes of autumnal leaf, as the shooting parties, in green and buff and brown, moved like regiments across the landscape, the coverts, never-ending partridges rising out of wastes of sand bearded with stunted corn, the wilderness flowering like a garden."

This picture had grown from the genius of one of England's squires who, "working in a smock frock like a labourer, first taught himself to farm and then taught his tenants," in England's great need to feed a growing population.

Of his methods I cannot speak with even crude experience. His shooting records (apart from the famous competitive matches with Ross and others) interest me and I still possess my grandfather's shooting diary (1834–40), wherein days at Holkham are very exactly recorded. My grandfather often went there, occasionally with the Duke of Sussex, who was his uncle by second marriage and to whom he sometimes acted as extra gentleman in waiting. In those days a sportsman usually recorded his own bag only and obviously the "battues," even in the 1830's, produced enormous bags, and as many as fourteen guns were quite usual. Thus in 1839, twelve guns on November 6 killed 454 head in 1,002 shots (the shots seem to have been usually counted), followed by 675 head in 1,951 shots. The guns were Lords Leicester, Anson, Ebrington, Lynedock, Stafford, Colbourne, Spencer, Sudeley, Sherborne, two sons of Ebrington, Ellice, John Balfour, Byng, my grandfather and others, on one or other day. Considering the weapons of the period, one in three shots was probably good shooting. In 1830 the use of cartridges was still rare. Under the heading of "various," I note that hedgehogs and squirrels occur. Coke was himself an excellent shot and it is recorded in the Holkham game books that on one day in November, for a bet, he killed eighty-two partridges in eighty-four shots. Incidentally, I doubt whether he gave his name to the billycock hat, though at one time he wore a bowler type. I believe the name in the form of "bully-cock" was in use twenty years before his birth.

Coke had long been the Father of the House of Commons, and when he finally retired, a dinner was given in his honour at St. Andrew's Hall, Norwich, on April 12, 1833. His old friend and ally, the Duke of Sussex, presided, and tributes were paid to every aspect of his busy and useful career in politics, agriculture and sport. With Francis, 5th Duke of Bedford, he goes down to history as a father of modern English agriculture.

HOLKHAM HALL, NORFOLK—THE SOUTH FRONT WITH ITS IMPOSING PORTICO: There is an entablature supported by eight Corinthian columns. Over the Hall's main entrance, on the north side, is an inscription that reads: "This seat, on an open, barren estate, was planned, built, decorated and inhabited in the middle of the eighteenth century by Thomas Coke, Earl of Leicester."



THE MAN WHO BROUGHT BUMPER HARVESTS TO ARID NORFOLK: These two drawings of Coke of Norfolk were made by Sir Francis Chantrey. Coke's fame to-day rests entirely on his work for agriculture in his own county and country.

A NEW AIRPORT FOR SILVER CITY AIRWAYS—FERRYFIELD AIRPORT, NEAR LYDD, IN KENT: A freighter aircraft is seen standing before the main buildings of the new airport which is situated about nine miles from Lympne, the airfield at present used by Silver City for their cross-Channel services. Ferryfield will be brought into operation gradually, and may eventually replace Lympne, which is already becoming too small to handle the increasing traffic. The new airfield will be run by Ferry Airports, Limited, a Company specially formed by Britavia, Ltd., the parent company of Silver City Airways. Further references to Ferryfield will be found on page 110.

Developments in the Air

A NEW CAR-FERRY AIRPORT

And the Matador Pilotless Bomber

The Ferryfield Airport, the first in the world designed to meet the special requirements of a vehicle air ferry, which was officially opened on July 15, also has the distinction of being the first British international civil airfield built for ten years. Ferryfield was built for several reasons: firstly the original airport at Lympne used by the company since its inauguration six years ago has become much too small to accommodate the steadily increasing amount of traffic now handled by the company; also, the grass airfield often becomes waterlogged after heavy rains and makes the landing of the heavily-laden Bristol Freighter aircraft a most difficult and sometimes impossible task; and, situated as it is, 350 ft. above sea-level, the cloud base is brought nearer to the land.

When looking for an alternative to Lympne Silver City Airways had to bear in mind that the new site should be no further from the French terminal than is Lympne (47 miles), that the average weather record should be better, and that it should be at sea-level with unrestricted approaches. All these points were fulfilled by a stretch of desolate country in the Romney Marsh area one mile east of Lydd, and within six months the marshland has been transformed into a modern, all-weather airfield, with two concrete runways, the latest radar flying aids, and a large terminal building which will enable the Customs and other formalities to be dealt with speedily.

For the remainder of this summer season, Ferryfield will be used only for the Le Touquet journey, and there will be flights every twenty minutes, but gradually it is expected that all the Silver City's cross-Channel air routes will start from the new site. Six years ago, the company, using a hired aircraft, flew seventy cars across the Channel; last year the total was 40,000, and this year it is expected to be even higher, and it would seem that the new airport will soon be handling much traffic.

A MARTIN MATADOR PILOTLESS BOMBER ROARS OFF TO ITS TARGET AFTER A TRIAL LAUNCHING AT THE UNITED STATES MISSILE TEST CENTRE AT COCOA, IN FLORIDA: Already two squadrons of these aircraft have been formed, and one of them is now at Bitburg, in Germany. Recently a public demonstration of the bomber was held in Germany, and although the aircraft was not actually fired, newspaper men were shown how the bomber arrives at its firing point split into seven different parts, and is rapidly assembled, placed on a small, mobile launching platform (one may be seen at the left of the picture above) when it is ready for firing. At the moment of launching, the Matador is powered by the small rocket motor, which can be seen hanging below the tail of the aircraft, but when a critical speed has been reached, the jet engine takes over, and the rocket is jettisoned. Matadors have been sent on long flights over the Atlantic and their course tracked by radar.

A ROCKET-POWERED HELICOPTER IS PUT THROUGH ITS PACES IN AMERICA: Developed by the Kellett Corporation and designated KH-15, this helicopter is powered by s... rocket motors, made by the Reaction Motor Company of America, and installed at the rotor blade-tips. It has been built for the United States Navy to test a ... type of gyro-stabiliser designed by Dr. Fissingh, of the Kellett Corporation. It is expected that this stabiliser will later be installed in other types of helicopt...

Developments in Transport

ROCKET-POWERED HELICOPTERS

RECENT AVIATION NEWS FROM AMERICA AND PICTURES OF NEW ARMY VEHICLES

The two American rocket-powered helicopters announced recently, and illustrated on these pages, seem to be following the current trend in the United States of research projects being carried out in pairs. Earlier this year news was given of the two vertical take-off aircraft developed independently by the Lockheed and Convair Corporations, and these two aircraft were of similar configuration. The two helicopters seen here, although developed by two different companies, bear a marked resemblance to one another. They are both of the skeleton design, both incorporate sa... shaped landing discs, and both have a small pro... at the rear for directional stability.

They are among the first rotating-wing aircra... be powered by rocket engines, which enable the air... to be built simply ... cheaply. It is claime... the makers that the ... wheel type could be ... produced for as litt... £535. All the rocket ... need consist of is fuel ... tainers and a combu... chamber. But on the ... hand, rocket motors ... very expensive to ru... use up a great amou... fuel in very little ... and it would seem ... the rocket method of ... pulsion has little to re... mend it over jet propul...

On left—**A MECHANICAL MULE FOR THE AMERICAN ARMY: The vehicle, manufactured by W... Motors, the makers of the world-famous jeep, is claimed to be the first mechan... replacement of the once-indispensable Army mule. This truck, which is seen on tri... the Aberdeen Proving Grounds, weighs only 750 lb. and is the first Army vehicle abl... carry a load greater than its own weight. Like the four-legged mule, it can be ridd... led like a horse or guided by a person walking beside it, as seen in this pict... Its top speed is 25 m.p.h., and it is much more reliable than the an...**

ANOTHER AMERICAN ROCKET-POWERED HELICOPTER : This aircraft, rather similar in appearance to the Kellett machine seen opposite, has been developed by the Rotor Craft Corporation, of Glendale, California, and is known as "Project Pinwheel." If successful, the machine may be used by the United States Navy. Like the Kellett KH-15, the Pinwheel is powered by minute rocket motors at the rotor-tips, and the fuel for these is carried in the two containers which can be seen behind the pilot.

SAFETY LAST IN THE SWEDISH ARMY : Sergeant Curt Andersson, of the Swedish Army Driving School, is seen in his special shockproof jeep in which he demonstrates to students how not to drive, to impress upon them the need for safe driving. This photograph was taned a few seconds after Andersson, during a demonstration, had travelled at speed around a blind corner, only to meet a car coming the other way. Here he has swerved to avoid collision.

A NEW THREE-TON TRUCK FOR THE SWEDISH ARMY : This six-wheeled vehicle, which is being tested on a rocky gradient, is entirely Swedish-built and is claimed to be superior to the corresponding American trucks which were in general use during the war and afterwards. The powerful Diesel motor under the large bonnet enables the vehicle to tow a 150-mm. howitzer and a load of 2½ tons. The drive from the Diesel engine can be connected to all of the six wheels if necessary.

THE KINGDOM OF VOE

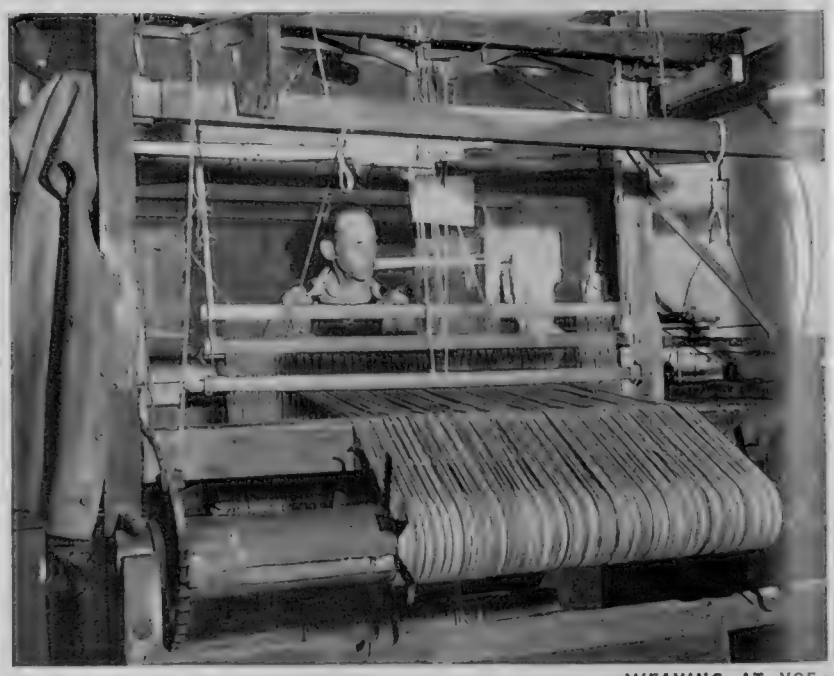
In this Village in the Shetland Isles a Family Concern has been Founded which now Exports its Products to all Parts of the World

HOME-SPINNING IN VOE, SHETLAND ISLES : Voe, in the island of Mainland, main island of the Shetland group, is the centre of a flourishing export industry—tweeds and woollen fabrics made by local craftsmen. One of their best markets is the dollar-earning one of North America. *Above*—John Jameson, one of the island workers, handles an old-fashioned spinning-machine after hours in his cottage.

BUILDERS AT WORK : One of the signs of Voe's increased prosperity is the number of new houses that are going up. There is a strong community sense in the village, which is itself almost a family concern. One family—the Adies—own the general store, the bakery, the factories, and most of the land.

On right—

THE VOE BAKERY : This also has been built into an enterprise by the Adies. Apart from baking for the community, they also make there Voe biscuits. These, too, are exported abroad.



WEAVING AT VOE : John Jameson, who is also seen *above on left* working at home, works a loom in one of the Adie factories. His enthusiasm for the job is typical of most of the workers in Voe.

WORKING TILL CLOSE OF DAY : The hardy islanders work on in the open outside their homes, despite the threatening stormclouds, until the last possible moment. From this little village, in the remote northernmost outposts of the British Isles, bales of cloth and woollen garments are being exported all over the world.

On left—

ONE OF VOE'S LEADING CITIZENS : Skipper Fullerton, seen in his boat *Britannia*, is one of the few independent members of the community. His catches provide the people of Voe with their staple diet, fish.

"All for One and One for All" would be an ideal family motto for the tiny but prosperous community of Voe, in the Shetland Islands, that lonely but beautiful area in the far north of Scotland—so far north that they are believed to be the *Ultima Thule* of classical writers.

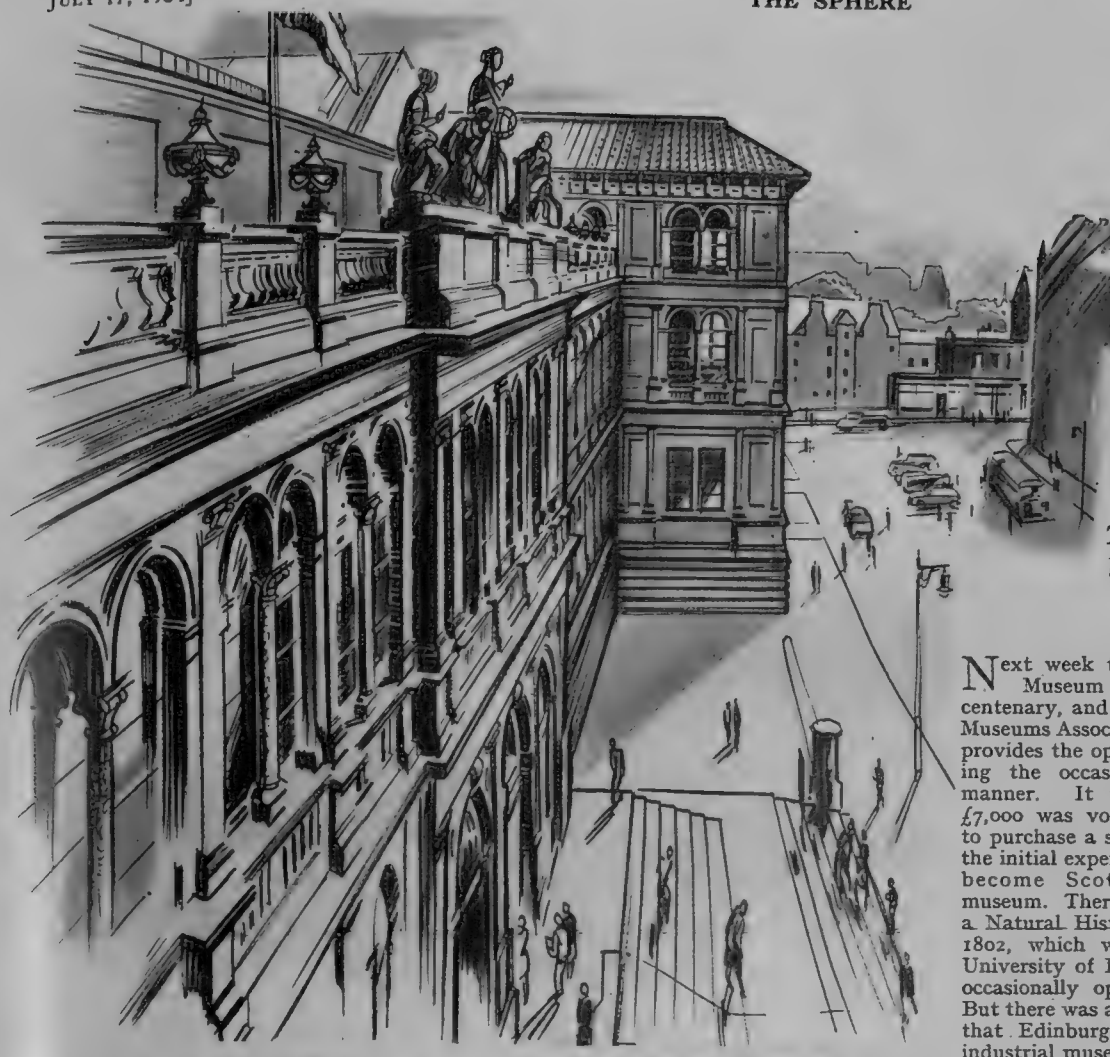
Voe is an ideal community with very strong family ties, where everybody works together for the common good because the village is itself a family concern. It belongs to the Adie family, who own the general store, the bakery, the factories and, indeed, the whole of Voe and all that is therein.

But the great outside world could learn much from Voe, where the happy marriage of private enterprise with public effort is bringing in the dollars to this tiny spot set almost on the edge of nowhere. New York, the vast Americas and countries all over the world clamour for the tweeds and the woollen fabrics produced by the village craftsmen and craftswomen.

So great is the enthusiasm that many of the men and women continue to work at home even after a day in the factories. Knitting machines and hand-looms have been set up for this purpose in their own crofts (Shetland cottages).

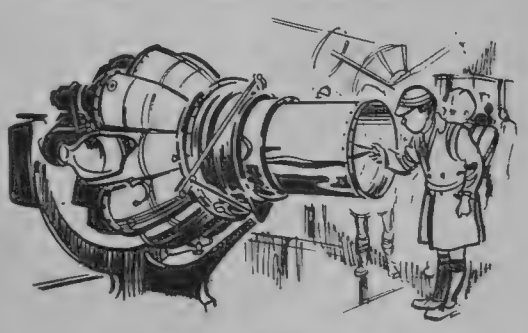
These dollar-spinners of the Shetlands are reaping their own rewards for their efforts. The Adies show their appreciation by using much of the profits for the benefits of the community. They increase the social amenities and build more and more homes for the workers and for the children of the workers, who, it is hoped, will continue to improve the "Kingdom of Voe" and keep up the great family tradition of people working for the mutual advantage of worker and employer.

Voe is indeed a community where business and hard work has won through—a community run for the community where the boss treats his employees as one big family—where, let us hope, the family spirit will reign for ever.

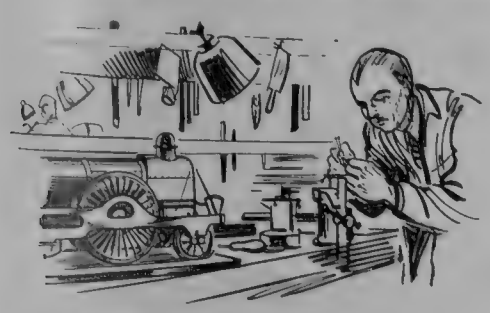


FROM THE ROOF-TOPS OF THE MUSEUM : Part of the Royal Scottish Museum stretches out along Edinburgh's Chambers Street, at left. On the right, looking west, is the crown-shaped tower of the Heriot-Watt Technical College, and in the distance looms the Castle.

SCENE OF THE CENTENARY EXHIBITION : The Museum's Main Hall. In the foreground is the display of 100 outstanding art objects, part of the Centenary Exhibition.



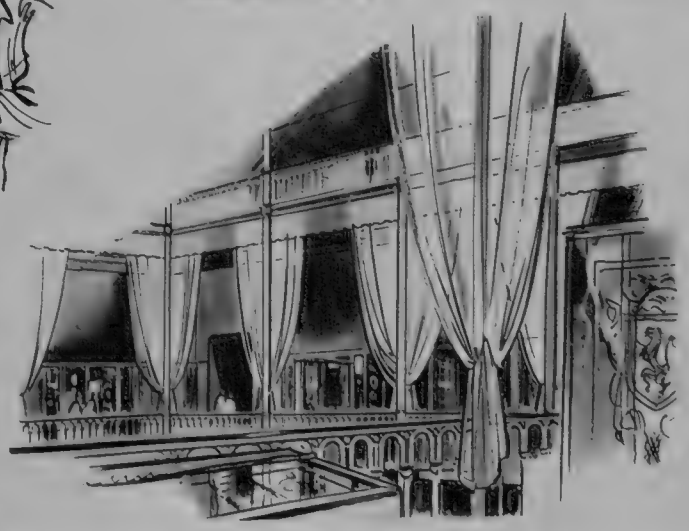
THE MUSEUM CATERS FOR CONTRASTING INTERESTS : *At the top*, schoolboys are seen probing the mysteries of jet propulsion in the Hall of Power. *Below*, the Museum taxidermist is preparing an exhibit for a Poultry Congress.



IN THE MUSEUM'S WORKSHOPS : An engineering craftsman engaged on the construction of an exact 1 in. to 1 ft. reproduction of an 8-ft. Caledonian Railway locomotive and tender of about 1862. The Museum is renowned for its high-precision working models which are produced in its own workshops.

On right—

THE GALLERY OF TEXTILES : Novel draperies characterise the displays in this gallery, where brightly-painted cases contain a wealth of lace embroideries ranging from peasant costumes to ball dresses and heraldic tabards.



AN EDINBURGH CENTENARY

The Royal Scottish Museum's Anniversary Next Week is Commemorated with Special Drawings

By JOHN MACKAY

Next week the Royal Scottish Museum will celebrate its centenary, and the meeting of the Museums Association in Edinburgh provides the opportunity of marking the occasion in a suitable manner. It was in 1854 that £7,000 was voted by Parliament to purchase a site and provide for the initial expenses of what was to become Scotland's national museum. There had, in fact, been a Natural History Museum since 1802, which was a part of the University of Edinburgh and was occasionally open to the public. But there was a continued demand that Edinburgh should have an industrial museum of its own, and in an age which conceived the idea of the Great Exhibition such demands proved acceptable even to the Treasury. With the £7,000, whose centenary is now being celebrated, and with further sums voted by Parliament or subscribed by the Edinburgh authorities, the present site in Chambers Street was purchased and building was embarked on, and in 1866 the Museum was opened by Prince Alfred, Duke of Edinburgh.

The Industrial Museum of Scotland was not intended to be a museum of Scottish industry alone, and soon, with the enlargement of the premises, the idea behind the Museum also began to grow, so that by 1904 it was possible to call it the Royal Scottish Museum. To-day the Museum, many times its original size, has no fewer than thirty-eight halls and galleries, all clearly and attractively displaying their exhibits. In addition, it continues to give lectures and instruction on a variety of scientific and artistic subjects, thus providing a diligent service to Scotland and her capital.

THE NEW GALLERY OF NAVIGATION : This addition to the Museum's exhibits contains historic models which employ electrical devices operated by the visitor. In addition, there is an outstanding display of ancient and modern compasses.

SOME OF THE MUSEUM'S GREATEST TREASURES ARE IN THE HALL OF EUROPEAN ART : In this spacious hall of modern design are such treasures as the Lennoxlove Toilet Service, the Henry VIII chalice and paten, and the Battle Abbey sword.

THE YEOMEN OF THE GUARD MARCH PAST THE QUEEN: From the terrace facing the lawns of Buckingham Palace, the Queen takes the salute of the Queen's Bodyguard of the Yeomen of the Guard. With her are the Earl of Onslow (on left), Captain of this ancient band, and General Sir Allan Adair, the Lieutenant. The men on duty at the saluting-base are Yeomen Warders of the Tower.

ROYAL OCCASIONS

The Queen, the Duke of Edinburgh and Other Members of the Royal Family Have a Round of Engagements in London, Windsor, and the Provinces

After holding an Investiture ceremony inside Buckingham Palace last week, the Queen went out into the garden to inspect the Queen's Bodyguard of the Yeomen of the Guard. Accompanying her were the Earl of Onslow (Captain) and Major-General Sir Allan Adair (the Lieutenant); also on duty were Lieut.-Colonel Ralph Bingham (Clerk of the Cheque and Adjutant), Lieut.-Colonel Victor Turner, V.C. (the Ensign) and Brigadier William Carr and Colonel Gerald Grosvenor (Exons). The Queen was received with a Royal salute and then she went forward to make her first inspection of the assembled Yeomen. After this they gave her three cheers. Subsequently, the Queen took the salute as the Guard marched past en route to St. James's Palace. Music at the ceremony was provided by the band of the Scots Guards.

The Yeomen of the Guard were founded in 1485 by Henry VII, after the battle of Bosworth as the Sovereign's personal bodyguard. Now their duties are purely ceremonial — such as searching the vaults before the opening of Parliament—and they are composed of distinguished veteran soldiers. Their uniform is the same as that of the Yeomen Warders of the Tower, except that the Guard wear a crossbelt and hook to which an arquebus used to be attached. The post of Captain of the Guard is a political appointment, but other officers are appointed by the Sovereign.

ROYAL INSPECTION: Six officers, six sergeant-majors and sixty-one Yeomen were present for the Queen's inspection in the Buckingham Palace gardens. Among them were two V.C.s—Lieut.-Colonel Victor Turner, of the Rifle Brigade, who, as Ensign, carried the Standard, and Yeoman Norman Finch, who won the decoration at Zeebrugge.

On left—

OPENING A HOSPITAL WING: Smiling nurses are seen clapping the Duchess of Gloucester as she leaves the Royal Eye Hospital, St. George's Circus, S.E.1, after opening the new wing.

On right—

CRITICAL ONLOOKER: The Princess Royal watches the judging of Red Poll cattle at the Royal Agricultural Show at Windsor. With her are Sir Merrik Burrell and the Countess of Sefton. General pictures of the Royal Show appear elsewhere in this issue.

PRINCESS MARGARET IN BLACKPOOL : Holiday-makers give her a cheer as she drives along the Central Promenade on her way to Barrow shipyards. The Princess, who had been spending the week-end with the Princess Royal at Harewood House, had flown into Squire's Gate Airport. After a visit to the Hawker Aircraft factory, she drove to board the fisheries protection vessel *Coquette*.

DISEMBARKING AT BARROW : Princess Margaret, followed by her Lady-in-Waiting and Lord and Lady Derby, steps ashore from H.M.S. *Coquette*, which had brought her from Blackpool across Morecambe Bay to visit the shipyards at Barrow-in-Furness ; a guard of honour presents arms, with buglers sounding the Royal salute, as she leaves. The Princess toured the Vickers-Armstrongs shipyard to see the two new aircraft carriers *Hermes* and *Majestic*, which are under construction there.

AT THE ROUNDHAY TATTOO : While up north Princess Margaret attended the last performance of the Northern Command Tattoo at Roundhay, Leeds. Greeting her is the wife of Major-General P. de Havilland (who is on right). In the centre is Lieut.-General Sir T. Evans, G.O.C. Northern Command.

THE QUEEN MOTHER ENTERTAINS : At St. James's Palace, where she held a reception for members of the Royal National Pension Fund for Nurses, Queen Elizabeth is seen walking to the Throne Room between a guard of honour formed by nurses from various London hospitals. She is wearing a summer dress and hat in her favourite shade of pale blue. With her is Sir Charles Hambro, chairman of the Royal National Pension Fund for Nurses. Later, after presentations in the Throne Room, the Queen Mother moved informally among her 750 guests and took tea with them in the Banqueting Hall. She is the Patron of the Fund.

THE DUKE OF EDINBURGH VISITS A RESEARCH DAIRY : The Duke paid a flying visit to the National Institute for Research in Dairying at Shinfield, near Reading ; he arrived there by helicopter. Interested onlooker is a white goat.

THE DUKE OF GLOUCESTER AT THE ROYAL SHOW : He watches the parade of cattle in the show ring on the opening day. The Show, held annually by the Royal Agricultural Society of England, is the largest of its kind in the world. This year, at the invitation of its president, the Queen, it is being held in Windsor Great Park. Her Majesty and the Duke of Edinburgh also visited the Show.

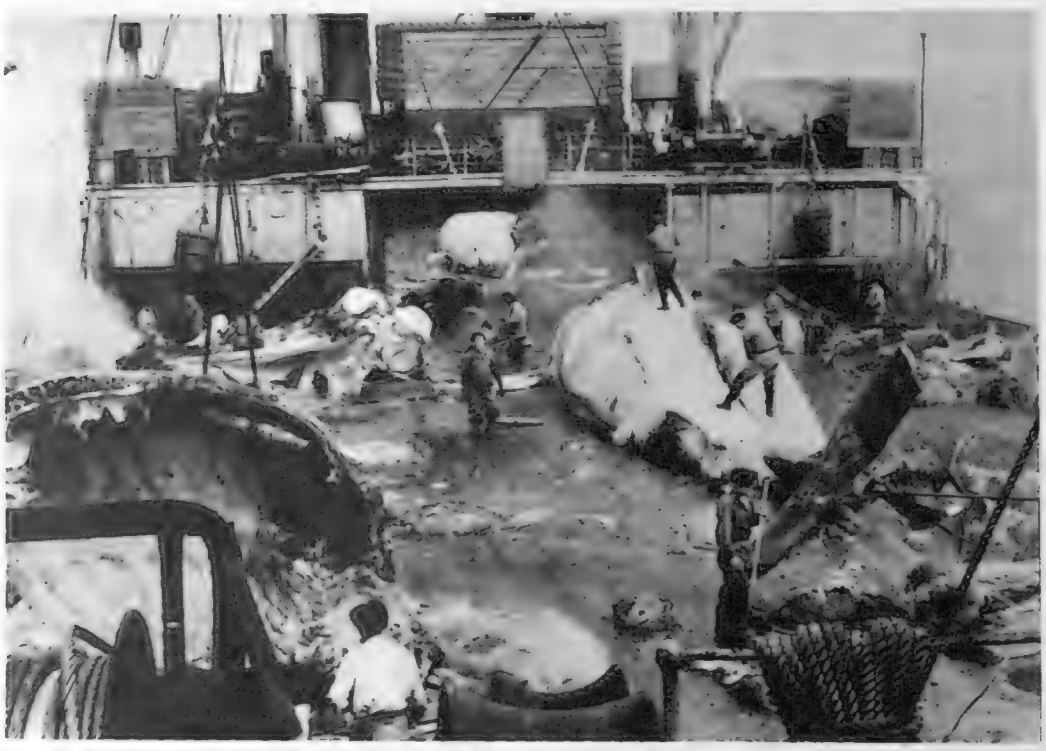
THE SOVIET WHALING FACTORY SHIP RETURNS TO ODESSA: The *Slava*, base ship of the Soviet whaling flotilla, recently returned from a highly successful Antarctic trip. The flotilla killed 3,092 whales, which yielded 28,750 tons of oil.

ANTARCTIC WHALING CHAMPIONS

The Soviet Factory Ship "Slava," with its Attendant Flotilla of Catcher Ships, is Back in Odessa After a Better Season in the Far South than Any Other Whaling Flotilla

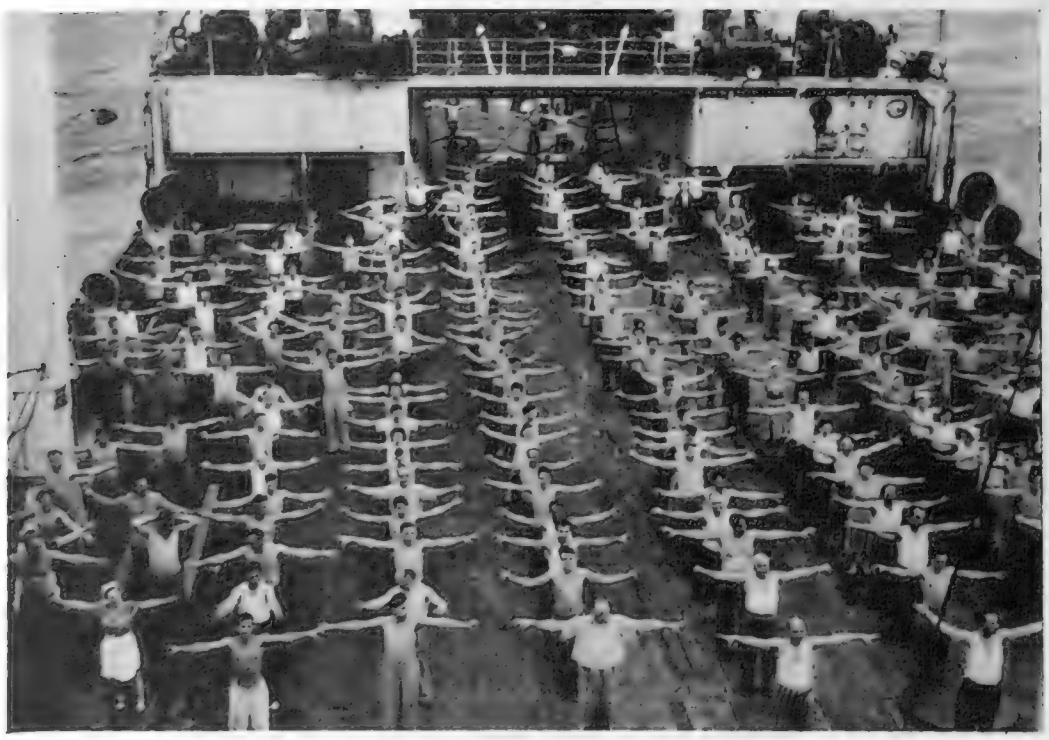
In all, seventeen flotillas, many of them British or Norwegian, were operating in the Antarctic last season, so that the *Slava* flotilla has won a well-deserved "Blue Riband." Almost every one of the harpoon gunners on the catcher ships killed more than 300 whales during the season. A group of scientists accompanied the expedition to study whale migration.

The whalers are a specially-privileged class in Russia. They get higher pay than other sailors, larger rations and free working clothes. After each trip they get a 10 per cent. increase in their wages; so far, the *Slava* has made eight expeditions to the Antarctic. When they return the crews are able to go off for summer holidays in the best resorts of the Crimea and Caucasus. Most of their families live in new blocks of flats in Odessa.



WHALE CARCASSES BEING STRIPPED ON THE FLENSING-DECK: The *Slava* is a factory ship in which the whales are stripped down into their saleable parts as soon as they are caught. Besides oil, the last catch yielded more than 1,500 tons of feed meal, and more than 400 tons of pickled liver.

A CATCHER SHIP BRINGS IN THE CARCASSES: The whales are usually left buoyed up on the surface while the catcher goes after more. At the end of the day the catcher rounds them up.



On left—
KEEPING FIT AT SEA: The crews do P.T. every morning on the main deck.

On right—
THE CAPTAIN OF THE "SLAVA": In charge of the expedition was Alexei Solyanik, who, besides captaining the ship, is also manager of the factory part of it. He is a Hero of Socialist Labour.

SHIPPING SURVEY

A Pictorial Exposition of the Latest News and Developments in the Shipping World

A WATER TRACTOR IS PUT THROUGH ITS PACES : A demonstration in the Victoria Docks, London, showing (*left*) the new all-purpose tug, with Voith-Schneider propulsion, manœuvring a barge into position by pushing it sideways and, *on right*, manœuvring sideways. Characteristics of this water tractor, are : positive stability under any towing conditions ; large tow-rope pull ; minimum crew (only one man is required to control the vessel) ; manœuvrability, with or without tow ; good-sea-going qualities, and high operational efficiency due to the immediate reaction of the tow to changes of course.

AN ANTI-SUBMARINE FRIGATE IS LAUNCHED IN BELFAST : H.M.S. *Torquay* was named by Lady Monckton, wife of the Minister of Labour, at the Harland and Wolff yard in Belfast. The frigate has been designed for the location and detection of the most modern submarines. The vessel is all-welded and, being built for speed, has the lightest possible structure. She is powered by a new design of geared steam turbine.

SHIP BUILT BY HALVES : Under the Wear Bridge at Sunderland passes the after-part of the 18,250-ton Norwegian tanker *Andwi* ; it is on its way to be joined up to the forward part in dry-dock. This is only the second time in the history of Wearside shipbuilding that a vessel has been launched in two sections which were later "married" in dry-dock. First was the 23,000-ton Norwegian tanker *Rondefjell*, which was commissioned in 1952.

On left—

AN AMERICAN TANKER MAKES ITS MAIDEN VOYAGE : The *W. Alton Jones*, largest tanker ever to visit New York, is seen entering the harbour. The ship, American-built, can carry about 35,000 tons of petrol and is equipped with a new dehumidifying device to reduce corrosion in the tanks. Every member of the 54-man crew has his own cabin.

A VILLAGE GREEN IS GIVEN TO THE VILLAGERS : This is a view of Brockham Green, near Dorking, in Surrey. The open space was part of the Duke of Newcastle's Deepdene Estate, which is due to be put up for sale soon. So that the villagers would not lose their green in the sale, the Duke decided to make a gift of his freehold interest in it to the Dorking Urban District Council, who have gladly accepted his offer. Brockham has been quoted as being the perfect English village green.

THE HOME NEWS IN PICTURES

A SURVEY OF RECENT EVENTS IN ENGLAND AND WALES

THE NEW DUTCH CHURCH IN THE HEART OF THE CITY OF LONDON : The exterior of the Dutch Protestant Church which has recently been completed in Austin Friars, and which was officially opened by Princess Irene of the Netherlands in the presence of Queen Juliana last week-end. This fine-looking modern church replaces the older Gothic-style building which was destroyed by bombs during the war. The first church was erected by letters patent granted by Edward VI. in July 1550. Among the many interesting features of the new church is the great west window which was designed by the well-known Dutch artist, Max Nauta.

On right—**AN INTERIOR VIEW OF THE NEW CHURCH IN AUSTIN FRIARS : The architect is Mr. Arthur Bailey.**

CLIPPING-TIME IN LAKELAND : Wool piles up as farm-hands carry out the arduous task of shearing the sheep in the Westmorland town of Ambleside. The shearing is carried out in what, during most of the year, appear to be many small, derelict farmhouses dotted around the countryside; but during clipping-time these hutments become the centres of a busy industry. This time of year is an important date for sheep-farmers of the Westmorland Fells, as the profit from fleeces is still the most important item on the farmer's account-sheet. Most of the clipping in this district is done by hand.

MISS PAT SMYTHE COMES HOME WITH ANOTHER PRIZE : Britain's finest equestrienne is seen holding the cup she won in the Madrid Jumping Grand Prix at the International Horse Show during her visit to Spain. As is her usual practice, Miss Smythe stole much of the limelight at the Horse Show.

THE PRESIDENT OF THE UNITED NATIONS ARRIVES IN LONDON : Mrs. Pandit, the sister of the Indian Prime Minister, is seen accompanied by Mr. Selwyn Lloyd after she had landed at London Airport to stay in this country as the guest of the British Government. Mrs. Pandit stayed for a week.

THE EIGHTH INTERNATIONAL MUSICAL EISTEDDFOD AT LLANGOLLEN : Members of the Polish Penley Hospital Dancers' Club are seen crossing the bridge in Llangollen, wearing colourful national costumes. The members of this club all work at Penley Hospital. This year's international Eisteddfod was well attended, both by competitors and spectators : the first day's attendance of 33,000 people was an all-time record. It was confidently expected that some £18,000 would have been taken in admission fees at the end of the week. Altogether, there were 2,500 competitors, 930 of them from overseas.

DR. VAUGHAN WILLIAMS SPEAKS AT A GARDEN-PARTY : The doyen of British music is seen talking to an attentive audience in a marquee at the garden-party given by the Worshipful Company of Musicians at Lyne, Surrey, at the home of Captain Evelyn Broadwood, M.C., of the pianoforte manufacturers. Captain Broadwood is also the Master of the Worshipful Company of Musicians.

EUROPE'S LARGEST FIGHTER PLANE FACTORY AT BLACKPOOL : This Squires Gate factory of the Hawker Siddeley group is the one which Princess Margaret visited recently. Here, three men are seen at work on a section of the fuselage of a Hawker Hunter ; outside of them are the two air intakes for its powerful jet engine. With other Hawker Siddeley plants, the Squires Gate factory is turning out planes for N.A.T.O. Powers. Dollar orders worth £60,000,000 have been placed for their Hunter fighters.

AN AUSTRALIAN FLYING DOCTOR PAYS A VISIT TO LONDON : Dr. Allan Vickers, a pioneer of the Australian Flying Doctor Service, is seen during a recent visit to this country. With him, from left to right, are Lady Maxwell Fyfe, the wife of the Home Secretary ; Miss Joan Vickers (no relation), and Miss Edith Pitt, M.P. This picture was taken at a luncheon given by Miss Vickers to enable the Doctor to meet people interested in his plan of extending the invaluable Flying Doctor Service to other isolated parts of the Commonwealth.

PICKING PEBBLES OFF THE BEACH AT SEATOWN, DORSET : These modern beachcombers, equipped with an old Bren-carrier, are collecting stones—flints and silicas—for grinding into powders used in various industrial processes. Sometimes a four-man team has collected 5 tons in a day, though 2½ tons is a good average. Their best time is after storms, when plenty of the stones they seek are washed up.

THE YALE UNIVERSITY GLEE CLUB REHEARSES IN WIGMORE HALL, LONDON : The club recently arrived in Britain on their sixth European tour ; last time they were here was in 1949. At their first performance, the seventy singers proved equally adept in seventeenth-century and modern music. Student singing has been firmly established at Yale since 1813. While they are here they will make a pilgrimage to the ancestral home in Wales of their founder, Elihu Yale.

COMMUNISM ON TRIAL IN AUSTRALIA

In Melbourne, Petrov, the Former Diplomat, Testifies before the Royal Commission on Soviet Espionage

PETROV IN MELBOURNE : With him is G. R. Richards, an Australian security officer. It was through Richards that Petrov approached the Australian Government to ask for asylum.

BREAK FOR LUNCH DURING THE MELBOURNE SPYING INVESTIGATION : Vladimir Petrov (in glasses), the former Third Secretary and M.V.D. representative in the Soviet Embassy at Canberra, seen leaving the High Court at Melbourne after giving evidence before the Royal Commission on Soviet espionage.

In Melbourne last week Vladimir Petrov and his wife Evdokia—probably the two most important Soviet citizens to come over to the West—told a sinister tale to the Royal Commission investigating Russian espionage in Australia. It was also a curiously ignoble tale of suspicions, jealousy and spying among the Soviet Embassy staff themselves.

Petrov, now forty-seven, was called up for service in the Soviet Navy in 1930 and, on being demobilised in 1933, joined the G.P.U. as a cipher clerk. By 1942 he was senior cipher clerk in the Embassy at Stockholm. His wife (they were married in 1940) went with him as a typist. Petrov was then known as Proletarski, a popular name among young Communists, which he had assumed, but which his wife disliked; she retained her maiden name. After a spell in Moscow the Petrovs were appointed to Canberra in 1951. At the time of their defection, he held the rank of Colonel in the M.V.D., she was a Captain.

Petrov says he was the first Embassy official to do M.V.D. work in Australia. Originally he had been posted there as cipher clerk but was promoted to Third Secretary so that he could have diplomatic immunity and could make contacts in Australia more easily. Petrov was also in charge of the consulate and represented the V.O.K.S. society for cultural relations between Australians and the U.S.S.R.

During his evidence Petrov told how he got secret information from an unnamed informant in the Australian Department of External Affairs and of making payments to Australian informers.

Petrov first thought of staying in Australia in 1952 because he had been accused of trying to form a Beria group (Beria was the M.V.D. head purged shortly after Stalin's death).

A COMMUNIST LAWYER LEAVES : E. Hill, represents Rupert Lockwood, a Communist journalist in Sydney who has been subpœnaed to appear before the Royal Commission. Lockwood is alleged to have published "Document J"—a Soviet document containing libels on several prominent Australian citizens—which the Commission had refused to publish themselves.

COUNSEL AND JUDGES : *Above*, left to right, are Mr. Justice Ligertwood, Mr. Justice Philp, and Mr. Justice Owen (the chairman), the members of the Royal Commission. *Above, on right*, are W. J. Windeyer, Q.C. (on right), chief counsel assisting the Commission, R. Riley, assisting counsel (on left), and, in the centre, A. Birse, the interpreter.

On right—

SCENE OF THE COMMISSION : The alley runs between the Law Courts (on left) and the High Court of Australia (on right). Petrov, guarded by security officers, comes and goes through a side door on the right behind the nearest black limousine.

On right—

OUTSIDE THE HIGH COURT : Watched by security officers, a crowd of reporters, photographers, and onlookers gather early to see the arrival of the principals in this Australian spy drama.

GOLF, ROWING, RACING and RUNNING

NEWS-PICTURES OF RECENT SPORTING EVENTS AND CELEBRATIONS IN SOUTHPORT AND LONDON

AN AUSTRALIAN WINS THE OPEN GOLF CHAMPIONSHIP—P. W. THOMSON SEEN WITH HIS WIFE AFTER THE PRESENTATION OF THE CUP : By winning by only one stroke, Peter Thomson, with the remarkably low score of 283, prevented the tie which once seemed inevitable; three other golfers tied at 284. 1954 has been an outstanding year for Australian golfers, for as well as the Open, they have won the Amateur Championship and the Commonwealth Tournament.

A GENERAL VIEW OF THE OPEN GOLF CHAMPIONSHIP AT SOUTHPORT : Bernard Hunt is putting at the eighteenth hole, while Peter Alliss, who finished with a final score of 287, is seen on the extreme right of the green. Alliss, a young player, is much favoured as a future winner of the championship.

On left—

RUSSIANS HOLD A CELEBRATION AFTER A SUCCESSFUL SPORTING VISIT TO THIS COUNTRY : Mr. Malik, the Soviet Ambassador, and his wife admiring the Grand Challenge Cup, won by the Russian Eight at Henley, recently. On the left of the picture is Vladimir Krukov, the stroke of the winning Eight. This picture was taken during a reception held at the Russian Embassy in honour of the victory.

On right—

SIR GORDON RICHARDS HAS HIS SECOND SERIOUS FALL THIS YEAR : Britain's champion jockey, still wearing the Queen's colours, receiving first aid while waiting for an ambulance after his fall. The accident happened while Sir Gordon was riding the Queen's Filly Abergeldie from the paddock. He sustained a dislocated pelvis.

GREEN AND CHATAWAY BREAK A WORLD RECORD : F. Green (Birchfield Harriers) beating C. J. Chataway (Achilles) by inches to win the Three Miles in the Amateur Athletic Association Championships at the White City, London. Both runners returned a time of 13 mins. 32.2 secs., which is a new world record. The last lap of 440 yards, a tremendous battle, was run in the almost unbelievable time of 61.6 secs.

A PHOTO-FINISH IN THE 100 YARDS FINAL : From left—K. J. Jones (Newport A.C.), who was fourth, K. J. Box (Liverpool H. and A.C.), third, G. S. Ellis (London A.C.), the winner, and K. A. B. Olowu (Nigeria and Polytechnic H.), who was second. The first three in this remarkably close finish during the A.A.A. Championships returned a time of 9.9 secs., and Jones, the Welsh Rugby International, was only a tenth of a second slower. This year's championships were notable for the number of close finishes. Both the sprints, the half-mile, the three miles, the 3,000 metres steeplechase and the high and 440 yards hurdles were all decided by inches.

THE DUKE AT COWES

With Uffa Fox, Crewing for him, the Duke of Edinburgh Snatched a Sailing Week-end at Cowes Before his Visit to Canada

THE DUKE OF EDINBURGH SAILS AT COWES : He is seen at the helm of his Flying Fifteen *Coweslip* ; crewing for him is the distinguished yachtsman Uffa Fox, designer of the Flying Fifteens, who is the Duke's yachting adviser. They were racing in the Flying Fifteens event of the Royal London Yacht Club's Solent regatta. Though he had not sailed *Coweslip* for over a year, the Duke came second in one race and fourth in another which he was unlucky not to win ; the tide beat him at the finish

The port of Cowes was delighted when the moorings for the Royal Yacht *Britannia* were laid, as this was a sign that once more the Royal Family were able to enjoy being afloat in the Solent. Friday, July 9, saw a change for the better in the weather and late in the forenoon the guard destroyer anchored a quarter of a mile to the eastward of the Royal Yacht buoy. Early in the afternoon the Royal Yacht *Britannia*, looking very imposing, picked up her moorings in a seamanlike manner.

The Duke of Edinburgh, who is Admiral of the Royal Southern Yacht Club, left the club at 4 p.m. in the Royal Barge and steaming down Southampton water past Calshot Castle came across the Solent towards the *Britannia*. Just south of the Bramble Bank she was met by another Royal Yacht, this time quite small, the Flying Fifteen *Coweslip* ; as the two met, *Coweslip* let her sheets fly and dipped her ensign in salute, after which the two exchanged greetings. As the Royal Barge came alongside the starboard gangway and the Duke of Edinburgh stepped on board, his standard was broken out on the *Britannia* and the Royal Yacht Squadron (of which he is Admiral) gave him a Royal salute of twenty-one guns.

At 6 p.m. Prince Philip came ashore to the Royal Yacht Squadron and, after an hour's stay, proceeded in the Squadron's launch to dine with Uffa Fox. After dinner all hands sang sea shanties and other songs for some three hours, the songs cheering yachtsmen who were moored close by in readiness for the Island Sailing Club's race round the Island on the morrow—a race so popular that there were 147 entries.

Through the night there was rain and flurries of wind, but this broke away in the early morning and the race round the Isle of Wight started in a light south-westerly wind. The first race at 7.45 a.m. was for the vessels with over 36 ft. rating and there were twelve starters in this class. These were followed ten minutes later by boats of 16 ft. to 20 ft. waterline, and there were only two starters in this class. Twenty minutes later the main race round the Isle of Wight started and there were 117 starters—making a marvellous picture as the fitful sunlight caught and brought to life all the various colours in the sails and hulls.

All the boats took a fair tide down to the Needles and a fair tide round the back of the Wight, where the wind was stronger, and late afternoon the first boat, the cutter *Foxhound*, owned by the Hon. Mrs. Pitt-Rivers, crossed the finishing line closely followed by the yawl *Bloodhound*, owned by M. D. Wyatt ; for some four hours guns were firing as each and every racer round the Isle of Wight crossed the finishing line. It was a light and easy race with the tides favouring the smaller vessels and, therefore, as is usual with a time handicap, the smaller vessels came to the fore when the handicaps had been applied. Mrs. H. Tobin's *Babar* won by only 2 secs. from Sir Michael Newton's *Favona*, with C. Dibben's *Ladybird* third. *Uomie*, owned by S. B. Slater, was first in Division "A," and the Royal Marines yacht *Sea Soldier* was second, with Vice-Commodore B. C. Windeler third in *Marqueza*. In Division "B," H. F. Gillham's *Joanne* was first with R. Burton's *Northele* second and C. A. Nicholson's *Phoenix* third. H. Spurrier's *Merry Dancer* won the Crankshaw Challenge Bowl for yachts over 36 ft. rating and *Mick the Miller*, owned by W. M. Henderson, won the J.O.G. Class.

"BLUEBOTTLE" IN CANADA : This picture of the Queen's and Duke of Edinburgh's Dragon Class yacht, *Bluebottle*, was taken last month in Canada when it was raced in the Hamilton Royal Yacht Club's regatta. Skippered by Lieut.-Commander R. L. Hewitt, R.N., it won its two races. It was also raced, with less success, at Toronto.

As well as the Round the Island Race there was also a regatta for the International and Solent Classes under the burgee of the Royal London Yacht Club. The seven classes were sent away to a light westerly wind, between 1.30 p.m. and 2.30. The most interesting race of the day was that for the Flying Fifteens with fifteen starters, because for the first time in a year the Duke of Edinburgh was steering his Flying Fifteen *Coweslip* ; he made a fairly good start, and on the beat to windward to the first mark took *Coweslip* into third place. On the run round Old Castle Point the crew was a long time setting the spinnaker, but once settled down, *Coweslip* went away well and maintained her position on the run and the reach.

In the beat to windward from Old Castle Point to the club line, she worked through into second place, and although W. Kempner in *Mole*, who had come from fourth into first place, tacked ahead of them. Prince Philip repassed him and the order remained unchanged on the run and reach and the final beat to windward to the finish line. *Ffrantic*, owned by J. Lubbock, was first ; *Coweslip* second ; and *Mole* was third.

Later in the afternoon the Royal Yacht *Britannia* let go her mooring and proceeded to Portsmouth where Prince Philip was the guest of the Royal Yachtsmen. *Britannia* once more returned to her mooring in Cowes Roads, early Sunday morning and, once again, was a delight to seamen in the skilful way she was handled for this difficult operation in the strong tide that runs past the Royal Yacht buoy.

Sunday was the second day's regatta for the Royal London Yacht Club, and on this day all the races were put forward one hour to enable those bound for London to get away early on their trains. The first of the seven classes were sent away at 12.30 p.m. and the last at 1.30 p.m. On this day there were seventeen in the Flying Fifteen race and the weather conditions were lighter than on the day before. This time *Coweslip* was fourth in the Flying Fifteen race, the tide robbing the Duke and Fox of almost certain victory by sweeping them back just as they were about to cross the finishing line.

MANŒUVRING FOR THE START : Some of the 147 entries come up to the starting line for the Island Sailing Club's annual race round the island. Winner of the gold challenge cup was Mrs. H. Tobin's *Babar*.

"COWESLIP" TAKES SECOND PLACE : The Duke (in dark glasses) and Uffa Fox cross the Royal London Yacht Club's finishing line during the first round races for Flying Fifteens. Later, the Duke and a few friends had a sing-song at Uffa Fox's house.

AN UNUSUAL CRAFT AT COWES : The catamaran *Ebb and Flo*, sailing off Cowes during the Royal London's regatta, impressed all with her speed in reaching across the wind. During the Duke of Edinburgh's visit the Royal Yacht *Britannia* was moored in Cowes Roads—the first visit to the Isle of Wight by a Royal yacht for fifteen years.

(Pictures on this page are by Beken, of Cowes)

"ONE FOR THE ROAD" EXPERIMENTS

A Voluntary Test at Langley Hall, Bucks, Helps the Road Research Laboratory in Their Endeavour to Reduce Road Accidents; and the Popularity of the Armstrong-Siddeley Sapphire

By "THE SPHERE" MOTORING CORRESPONDENT

ON the face of it, these alcohol tests sound good fun. Volunteers get plied with drink while they play around at motoring with a mechanical toy.

Look a little more closely at the "one for the road" experiments Dr. George Drew is supervising at Langley Hall, Bucks, and you 'll find that the volunteers are doing a tricky, arduous job for very little reward except the knowledge that they are performing a valuable public service. They don't even taste the alcohol. That 's because it is disguised in a nasty liquid so that they won't know when they are being given alcohol—or how much.

Langley Hall is one of the establishments of the Road Research Laboratory, which does such fine, unostentatious work to reduce road accidents. Dr. Drew is head of the Psychology Department at Bristol University and he is co-operating with the laboratory in their important alcohol tests at Langley. They are trying to find out exactly how different kinds of motorists are affected by small and varying quantities of alcohol. Their volunteer human "guinea pigs" spend hours on end at "make believe" motoring.

They do not, however, go very far. For their "car" is a mechanical gadget which cleverly simulates motoring and records the drivers' reactions as they come "under the influence."

After a couple of hundred miles behind the wheel of an Armstrong-Siddeley Sapphire—and that 's a pleasure I 've recently had—no one could be left in any doubt as to the reasons for the popularity of this 3½-litre, six-seater saloon.

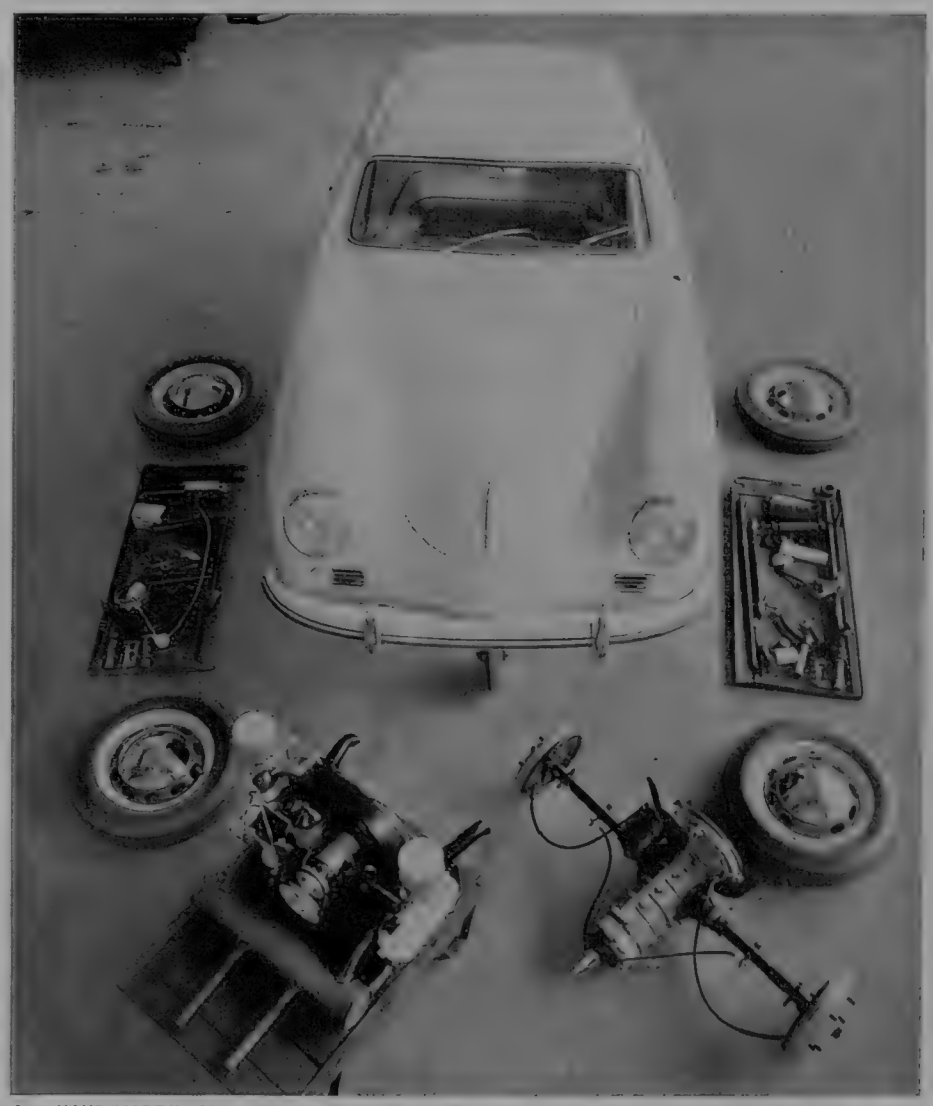
If I had to list, in their order of importance, the six main features of the Sapphire which have helped to give this car its good name I should place them something like this . . .

First, its six-cylinder, overhead valve engine of 3,435 cc., which produces 125 b.h.p. at 4,400 r.p.m. and performs smoothly and quietly at all times. Close behind comes the Sapphire's elegance, inside as well as out.

Next, I should put down its ease of control, especially when equipped—as an optional extra—with the electrically-operated, pre-selective gearbox. (The car I borrowed had a synchromesh box with a gear-change lever which I considered a bit on the stiff side, especially when engaging reverse gear.)

That 's three of the six points. Next on my list I 'll put the price: £1,215, plus £507 7s. 6d. purchase tax (a total of £1,722 7s. 6d.). You really get your money's worth when you buy a Sapphire. Point number five is the car's comfort, interior finish and luggage accommodation.

Finally, I like the Sapphire's road-holding, especially with four up. Two small criticisms: the unsightly projecting door hinges and the rather cumbersome controls for the cold-start device and for unlocking the bonnet.



A "HAND-MADE" CAR FROM GERMANY: A Porsche car seen, with some of its main parts, at the factory in Stuttgart-Zuffenhausen. In the centre is the one-piece body; in front (left) the small, powerful engine, and (right) the rear axle, with gear-case and differential. On left and right are small parts such as shock-absorbers, steering parts and the wheels. Between 150 and 200 cars a month are produced at the factory; most parts are hand-made. All models have the same body design, but the engines range in size from 1,100 cc. to 1,500 cc.

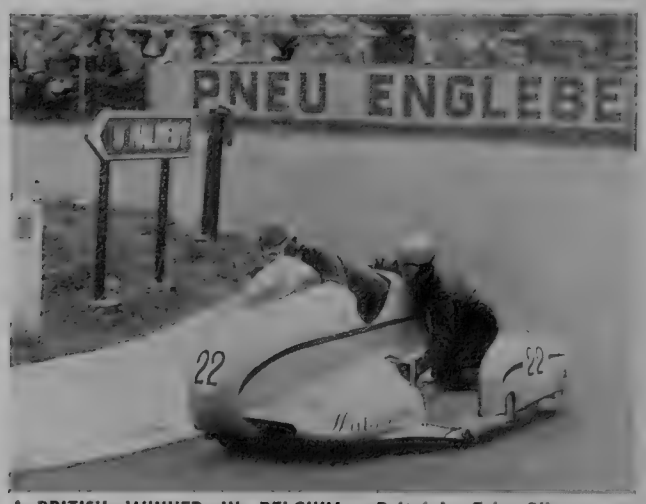
What a magnificent bit of private enterprise the new aptly-named airport at Ferryfield has turned out to be! Fed up with the treatment he was receiving from the Ministry of Transport and Civil Aviation at Lympne, Kent, Air Commodore Taffy Powell, chief of Silver City Airways, said to his fellow-directors: "We must build our own airport."

And they have done just that, at a cost of some £250,000. Silver City, of course, are the car ferry people. They started operations over the Channel six years ago with a borrowed plane, and carried seventy cars in their first season. Last year they carried 40,000 vehicles. Now, operating a fleet of fifteen Bristol Freighters, they are working up to a schedule of 210 Channel flights in a single day—on July 25.

No wonder they wanted something better than Lympne, with its grass runways and lack of night-landing facilities. Their new place is on the Romney Marsh, near Lydd, and only a few miles from Lympne, which Silver City will continue to use, in addition to Ferryfield, for the time being.

Ferryfield has two concrete runways: one of 4,000 ft., the other measuring 3,500 ft. It covers 246 acres and the handsome terminal building—300 ft. long and 100 ft. deep—contains Customs and immigration facilities, control tower, a restaurant for 100 people served by an all-electric kitchen, lounges, A.A. and R.A.C. offices, a bar, a bank, a snack counter and a shop.

Two covered roadways for cars arriving or leaving by air divide the building into three. Radar equipment will be able to locate and identify aircraft up to 16 miles away and the main runway has sodium lights for night landings. (A picture of the new airport at Ferryfield appears on page 95 of this issue.)



A BRITISH WINNER IN BELGIUM: Britain's Eric Oliver seen at speed when he won the side-car event in the Belgian Grand Prix Motor-Cycle Meeting at Francorchamp.

Big changes are proposed for next year's Monte Carlo Rally. If they go through, as is thought almost certain, they will do much to revive the fading glory of this great motoring event. The broad effect of the intended changes would be to give the honest-to-goodness private motorist a chance. In recent years the Rally has been dominated more and more by the professional drivers in teams of factory cars, most of whom have spent much time and money practising beforehand on the vital test sections on the last and most difficult leg of the journey.

It now looks as if part of the route to be followed by Rally cars beyond Grenoble—through which competitors will pass this year—will be kept secret until the last minute and that drivers will also not be told their time allowances until they actually set out over the test sections.

That 's the stuff! It 's the only way to stop the Rally from degenerating into a farce. The proposed changes would give Mr. Smith of Wimbledon and Mr. Jones of Cardiff some sort of chance against drivers like Stirling Moss or Louis Chiron (last year's winner, who lives in Monte Carlo and was able to practise over the final stages of the route until he knew the mountain road almost blindfold).

I gather, too, that the time allowances which will replace average speeds over the test sections will be adjusted at the last minute according to the weather. If the weather is good and the roads dry, competitors will be given less time than if there is a lot of snow or fog. And there 's talk of giving bigger time allowances to the lower-powered cars. Excellent!

Mr. Alan Lennox-Boyd, Minister of Transport, has begun another chapter in the long story of London's underground car parks. He has instructed three firms of architects to prepare detailed plans and estimates for three parks under Grosvenor, Cavendish and Finsbury Squares.

Now don't run away with the idea that those underground parks are as good as built! When he has had the reports from his architect consultants he will "discuss the matter with the local authorities and other interests concerned before any further decisions are taken."

The official working party which investigated the car parking problem in central London recommended the construction of garages under [illegible] London squares at an estimated cost of £3,030,000; plus eleven multi-storey surface garages which would cost another £8,600,000.

The working party estimated that the garages under the [illegible] squares named by the Minister would cost £1,040,000 and give accommodation for 1,230 cars.

An interesting development in the motor industry is the new, [illegible]-term agreement made by the Standard Motor Co. with Mulliners, Ltd., the Birmingham body-builders. In future, Mulliners will give Standards first priority in the supply of as many bodies as they order. At the moment they are producing 325 bodies every week for Standards. It is expected that this will be increased to 630 a week in six months' time.

I like the new booklet *Route to the Riviera*, published by the Automobile Association. It combines, in compact form, the well-known A.A. route maps, showing fast through routes to the South of France from all the various Channel ports. And [illegible] plans of all the main cities and towns on the different routes are there too.

The booklet will be issued to all members who simply ask for "a route" to the South of France. Individual requirements will be attended to separately.

The stage is set for to-day's British Grand Prix at Silverstone. Once again it has been organised by the British Racing Drivers' Club and sponsored by the *Daily Express*.

In addition to the Grand Prix race of 270 miles—in which the new German Mercédès will do battle with Ferraris and Maseratis—the programme includes two sports car events and a race for 500 cc. cars. The entries are excellent and some good sport is in prospect.

Our congratulations to Vauxhall Motors, who beat all their previous production records in the first six months of 1954 by building 65,950 cars, vans and trucks.

To put this achievement in its proper perspective it must be remembered that the total *for the half-year* is 4,500 more than the total for *any whole year* before the war. And 57 per cent. of total production was exported.

No wonder Vauxhalls announced on the last day of June that they are increasing the benefits of their warranty scheme! They can afford to! From July 1 the six-months warranty applies to the Continent and parts supplied under the guarantee at home or abroad will be fitted without any labour charge during the full six months of the warranty.

Don't forget the new zebra crossing regulations that came into force on July 1—particularly the one that prohibits the stopping or parking of any vehicles other than bicycles for a distance of 15 yards on the approach side of the crossing.

I was delighted to read that at the Press Conference held by Mr. Alan Lennox-Boyd the day before the new crossing rules came into force the Minister hinted that pedestrians may one day become subject to a system of fines if they don't behave at zebra crossings or elsewhere. And why not, pray? Careful walkers would have nothing to worry about. On the other hand, the activities of jay-walkers might be effectively curbed if they thought a policeman might spot them and run them in.

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DANCERS AND SINGERS COMPETE AT LLANGOLLEN

To the International Eisteddfod Came Representatives of Twenty-four Countries

DANCING IN THE MAIN STREET OF LLANGOLLEN : Among the parties who entered for the folk-dancing competition of the eighth International Eisteddfod at Llangollen was the Ecole Ventadour of Tulle, France. *Above* and *on right* they can be seen going through their paces in the street. The folk-dancing international trophy was eventually won by a party from Zagreb, Yugoslavia, with some Morris dancers from Kings College, Newcastle, running them a close second. There were 2,500 competitors at the Eisteddfod; 930 of them came from overseas. There were folk-dancers from most European countries; there was even one team from Java, made up of a group of Indonesians who are students at Amsterdam. Several members of a team from the Breton village of Bazouges-la-Pérouse had never left their village before, nor seen the sea, nor travelled in a train.

IRISH DANCERS AT THE EISTEDDFOD : Members of the St. Colman's School of Dancing from Newry, Northern Ireland, practise in a field. Twenty-four nations took part in the festival.

A NATIVE TEAM : This party of dancers is from Llansannan and Bylchau, in Denbighshire. Behind them is the green-and-white flag with the red dragon of Wales superimposed on it.

JAVANESE DANCERS REHEARSE IN A WELSH FIELD : Dressed in gleaming satins and brocades, this group of Indonesians are students at Amsterdam. There were so many entrants for this competition that eliminating heats had to be held.

THE OPENING SERVICE FOR THE EISTEDDFOD : Preceded by his cross-bearer and clergy, the Bishop of St. Asaph arrives at the ruins of Valle Crucis Abbey to conduct the annual Sung Eucharist. The abbey is the most important monastic ruin in North Wales and dates from the thirteenth century.

The World of Books—By VERNON FANE

TROUBLED WATERS

Arthur Koestler Tells, in his Latest Volume of Autobiography, of his Early Days in the Communist Party, his Gradual Disenchantment, and his Eventual Break with it

QUOTING the words of Picasso, Mr. Arthur Koestler opens the new volume of his autobiography, THE INVISIBLE WRITING (Hamish Hamilton-Collins. 21s.), with the sentence: "I went to Communism as one goes to a spring of fresh water," and adds his own sequel: "and I left Communism as one clambers out of a poisoned river strewn with the wreckage of flooded cities and the corpses of the drowned." The present book, which opens in 1932 with Mr. Koestler's enrolment in the Communist Party in Berlin, describes his work, both under cover and overtly, his gradual disenchantment, and his final break from Communist thought and affiliation in 1938. At the beginning of the war he was in France and, after brief terms of imprisonment there and in England, he was released from Pentonville, which he assesses as a three-star gaol, a few days before Christmas, 1940, and equipped with a National Registration Card as proof that he had regained his identity and the right to exist.

"At this point," he writes, "ends this typical case-history of a central-European member of the educated middle classes, born in the first years of our century."

Writing of his early Communist days in Germany and Russia, the author explains that he found it impossible to regain the enthusiasm of the period. "I could analyse the ashes, but not resurrect the flame." He disliked working on these chapters and advises the reader to get through them as best and as quickly as he can, but I think that there will be many readers who will discount the lack of freshness and read this part of the book with considerable interest for its factual and lucid accounts of the practical organisation of the party cells, and the even more revelatory passages on the method of dialectical materialism, that lynch-pin of Communist thought.

The rigidity and narrowness of this mental world was comparable, he says, to the self-contained universe of the medieval schoolmen. Everything, from his attitude to art, literature and human relations, to his vocabulary and his grammar, became reconditioned and moulded to the pattern; language and thought underwent a process of dehydration till it crystallised in Marxist jargon.

"There were perhaps a dozen or two adjectives whose use was both safe and mandatory, such as: decadent, hypocritical, morbid (for the capitalist bourgeoisie); heroic, disciplined, class-conscious (for the revolutionary proletariat); *petit-bourgeois*, romantic, sentimental (for humanitarian scruples); opportunist and sectarian (for Right and Left deviations respectively); mechanistic, metaphysical, mystical (for the wrong intellectual approach); dialectical, concrete (for the right approach); flaming (protests); fraternal (greetings); unswerving (loyalty to the Party)."

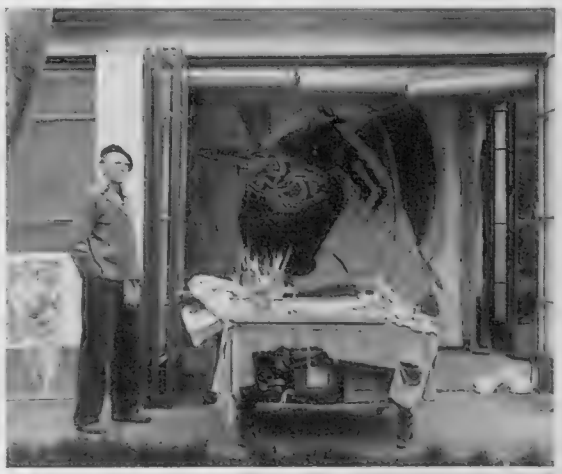
Mr. Koestler describes the running battles fought in Berlin in 1932, reminiscent of Chicago gangsterdom, with the Nazis driving slowly past favourite Communist taverns, shooting through the glass panes as they went, and then vanishing at breakneck speed, and the guerilla expeditions of the other side. He writes on his first visit to Russia and the impact of a totalitarian State, and he has a phrase here which I found impressive, and important to any analysis of the writer's development.

"I deplore the logical error that led me into the Communist Party"; he writes, "but I do not regret the spiritual discipline that it imposed. Purgatory is a painful experience; but no one who went through it is likely to wish that it should be erased from his past."

Nothing, I suppose, could offer a greater or more complete contrast with the last book than Sir Osbert Sitwell's new volume of discursions on travel, art and life, THE FOUR CONTINENTS (Macmillan. 25s.). This is an enchantment for at least as many reasons, since it has wit, taste, erudition and strong individuality. Sir Osbert's opinions are his own, delivered rather than expressed, and full of the flavour of a writing personality that would, one feels, react to the second-hand or the platitudinous rather as the Marquess of Salisbury is said to have reacted to the sight of a napkin ring.

The book is in a sense a summary of forty years of travel in Europe, Asia, Africa and America but, particularly where the latter continent is concerned, much of the travelling has been done since the war and his interpretations of the American scene are as newly vivid as they are sympathetic. Indeed, it would be fair to say that the mood of its reminiscences and observations is not only good-humoured but affectionate, and that is a circumstance worthy not only of notice but of gratitude.

The lightness of touch in these pages is, as always, felicitous and, as always, the product of a meticulous discipline of style. I will quote just one instance



A MURAL FOR CECIL SHARP HOUSE: Mr. Ivon Hitchens standing outside his studio at Graffham, Sussex, with a section of one of his murals in the background. This mural was later unveiled in the hall of Cecil Sharp House, Regent's Park, London, the home of the English Folk Dance and Song Society, by Sir Colin Anderson. After this ceremony guests met Mr. Hitchens and the architects of the Cecil Sharp House, Mr. John Eastwick-Field and Mr. Hugh Pite. There was also a recital of folk songs and dances. Mr. Hitchens had been working on the mural, which filled a large wall space on the site of the old Musicians' Gallery in the house, for the past four years at Graffham.

which seems to illustrate the point: "The Bible and Shakespeare are the foundation of American as of English literature. Indeed, our literature is still, and likely to remain, one. (If you buy a book, you do not ask, is it by an English or American author, but, simply, is it a good book?) So, it may be argued, and I argue, that writers have done much more for the solidarity of our countries than Generals or politicans have accomplished, and that Shakespeare has almost repaired the damage done to both America and England by the break in feeling that occurred in 1776."

This week's novels give the reader as rich a cross-section of time and place as ever, beginning with Mr. John Moore's study of what some might call miscegenation and some a tragedy of love, in an English village. THE WHITE SPARROW (Collins. 10s. 6d.) is the story of a boy who has had a coloured father and a white mother, and who grows up to adolescence through a happy childhood in which he had had no inkling of what treatment he is likely to receive in adult society. He falls in love, naturally and touchingly, with a girl he has known most of his life in the village near the Forest of Dean which is the story's setting, and then he discovers for the first time the barriers and the hostility that convention can raise. Mr. Moore writes of the things of the countryside with the authentic knowledge and lack of sentimentality of a true countryman, but it is in the tenderness with which he treats the boy's problem that the quality of his insight, and his status as a writer are most apparent.

CRESS DELAHANTY (Hodder and Stoughton 12s. 6d.), by an American writer, Miss Jessamyn West, is in many ways a companion piece, for this novel, too, is the story of an adolescent finding a way into a grown-up world, and enduring as many torments as rewards on the way. The child in this case is a girl, and the background is Southern California, but the difference in setting is incidental and the admirable thing that the books have in common is their warm understanding, and their authors' very unusual capacity for seeing things from a young person's point of view. Miss West can write of situations funny touching or absurd with equal penetration, and I am happy to report that there is not a glib or a facile expression in the length of her pages. A delicious book.

Mr. Michael Croft writes about children in a rather different idiom. SPARE THE ROD (Longmans. 10s. 6d.) is a possibly salutary, certainly disconcerting tale of life in a secondary school in the kind of district known, with some justification, as rough. A new schoolmaster comes to take up a post and tries, with an excess of will, to carry out his idealistic theories on the treatment of the children. Before long he realises, or is made to realise, that the adolescent boys and girls with whom he has to deal mistake any kindness for softness and despise it accordingly, and he finds himself not only in perpetual conflict with them but with his own ideals. Interesting, honest and uncompromising.

YIELD TO THE NIGHT (Gollancz. 9s. 6d.) is an extraordinary book, by Joan Henry, and one of those on which opinion will inevitably be sharply divided, for the theme is the thoughts of a self-confessed murderess while in prison under sentence of death. It is the last fortnight of her life and her narrative takes the reader through her experiences in the condemned cell up to the last second of existence. Agonising, painful, even terrible in its tension and the intelligence of its perceptions.

Mr. Thomas H. Raddall writes of ship-owners, sailors and smugglers in the Nova Scotia that he knows well, and has made of TIDEFALL (Hutchinson. 10s. 6d.) a brisk, clean-cut story of adventure that owes a lot to the authenticity of its background, and to the author's familiarity with the world of schooners and little steamers that beat up and down that bleak North Atlantic coastline.

Lastly, this week, here is a detective story. THE MAN WHO VANISHED (Macdonald. 9s. 6d.) is Mr. Victor Bridges' tale, competently plotted and crisply told, of a young man who starts to write a series of articles on uncanny happenings, only to find that he has become the focus of some pretty queer events himself. Lots of action and plenty of good-humoured observation.

HITLER'S DREARY YOUTH

New Light on the Largely Undocumented Years

It could almost be called the dreary youth of Adolf Hitler, this story of the son of a minor official of Linz, in Upper Austria, a young man who got very little pleasure out of life and was destined in his manhood to cause the world such infinite pain. August Kubizek, who now lives over his wife's small draper's shop at Eferding, a little town not far from Linz, was the Führer's boyhood friend and in YOUNG HITLER (Allan Wingate. 18s.) he draws a picture of this very Germanic friendship, which began in the local opera house at Linz where, night after night, August saw Adolf utterly absorbed in the world of the Wagnerian gods. The two young men got into conversation and they soon became close friends. It was not long before Kubizek realised that he was Hitler's only friend, and it was his lot to hear the future conqueror's harangues first on the rebuilding of Linz, then of Vienna, then of the whole Germanic world. Hitler's passionate earnestness must have been very trying, indeed, and sometimes the admiring August could not completely hide his amusement, notably when they toured the red light quarter of Vienna so that Hitler might gather knowledge of this "sink of iniquity." Yes, he was a very dreary young man, this conqueror to be, but we can be grateful to Herr Kubizek for his record of the early days, for setting right in our minds many misconceptions, not least those that Adolf was illegitimate, that he bore the name of Schickelgrüber, and that he was a house painter. Here is light on the undocumented years, when one of the grimmest characters in European history was being formed.

Peter Quennell has brought together some delightful vignettes in his DIVERSIONS OF HISTORY (Allan Wingate. 15s.), in which his contributors have ranged far and wide for historic treasure trove. Possibly the most fascinating of all these vignettes is Victor Allan's account of the Prince of Poyais, the incredible McGregor, a Scotsman who fought with distinction in the armies of Bolivar, the South American liberator, only to ruin his fine record by perpetrating one of the cruellest hoaxes in history. McGregor created in his own mind a place of fabulous wealth on the Central American shore, which he called the State of Poyais. There, amid perpetual summer, the fertile earth produced abundance and man hardly had to work at all. England fell in a big way for this glowing picture painted by the Prince of Poyais. People bought stock in his Companies, they bought commissions in his regiments, and head clerkships in his Government departments, and in convoy after convoy they set out for this land of utter disillusion where many of them perished. Before McGregor was finally exposed he had raised in London one loan of £200,000 and another of £300,000, but even exposure meant only a short term of imprisonment, and this flamboyant pseudo Prince was destined to end his days in quiet comfort. Altogether this is a delightful volume, and Peter Quennell and his band of contributors are to be congratulated on their diversions, which have the merit of accuracy and the charm of the unexpected.

POMP AND PESTILENCE (Gollancz. 12s. 6d.) is the dramatic title which Ronald Hare, Professor of Bacteriology in the University of London, has chosen for his treatise on the origins and conquest of infectious disease. Man has gradually learned to control infections, to such an extent, indeed, that many of them can be completely exterminated. As yet this kind of interference with the course of nature, as the Professor calls it, has hardly had time to make itself felt, but there can be little doubt that the virtual elimination of infectious diseases as a cause of death and disablement will bring a host of serious problems in its train, not least that the Eastern world may be faced with the dilemma that it can save its child population from death by parasitic infection but that such will be the population increase, that it may be unable to save them from death by starvation.

Alexander Lake follows up his popular big-game classic *Killers in Africa* with AFRICAN ADVENTURES (W. H. Allen. 15s.). This is a book for the expert hunter as well as the general reader, and the author's vivid and racy style is most appealing. Mr. Lake affirms that if you do not annoy animals you can walk the length and breadth of Africa unharmed except by flies, ticks, ants, bugs and mosquitoes. The author has a well-founded disrespect for blood-lusting big-game hunters, and he has met more than enough in his crowded and exciting life.

David Knowles, Professor of Medieval History at Cambridge, and W. F. Grimes, Director of the London Museum, have collaborated in a new volume on CHARTERHOUSE (Longman. 25s.), the historic London mansion which was gutted by fire after an air raid in 1940. Much of their information is based upon post-war researches undertaken on the site, most notably the excavations carried out by Mr. Grimes for the Roman and Medieval London Excavation Council.

THESE UPROARIOUS YEARS (Macgibbon and Kee. 10s. 6d.) is a collection of the political cartoons of Cummings of the *Daily Express*. The draughtmanship is superb, and very much in the Daumier tradition, but wit and discernment are only occasionally glimpsed, and the obvious is very clearly underlined.

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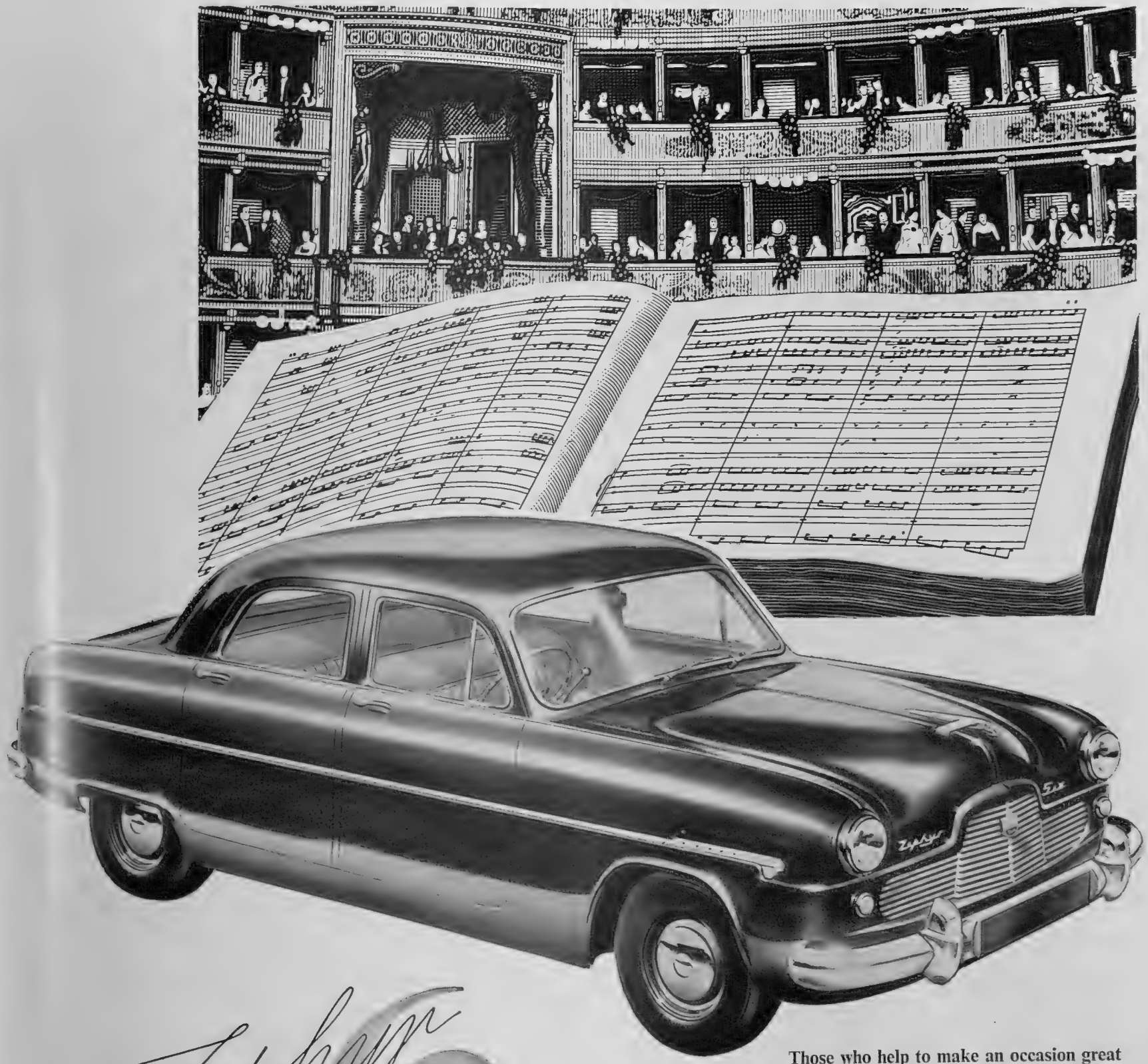

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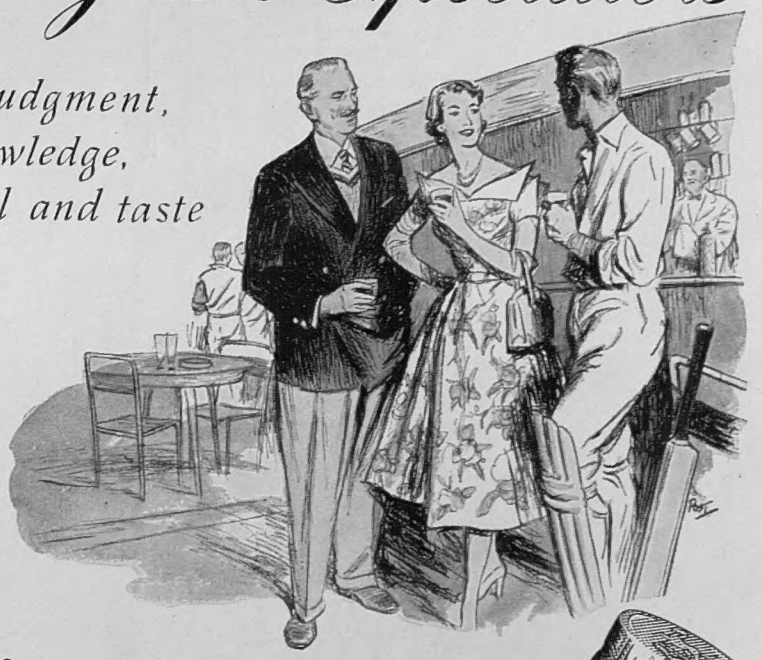

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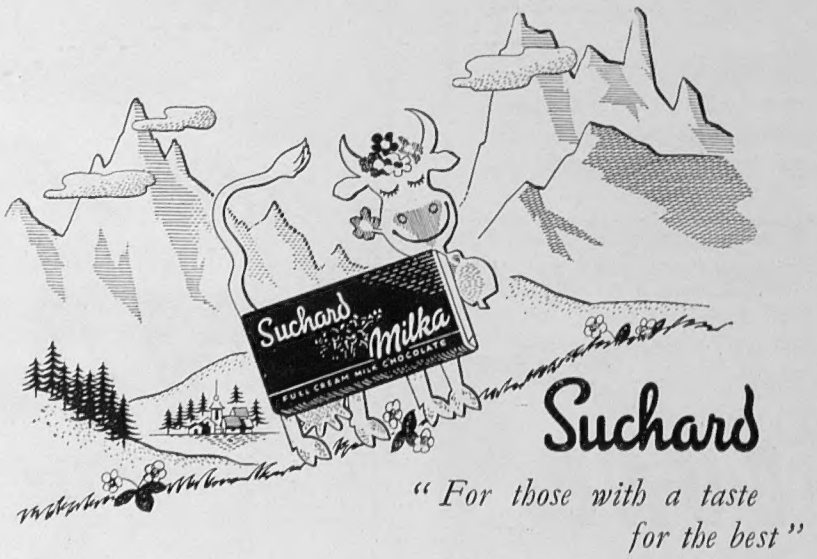

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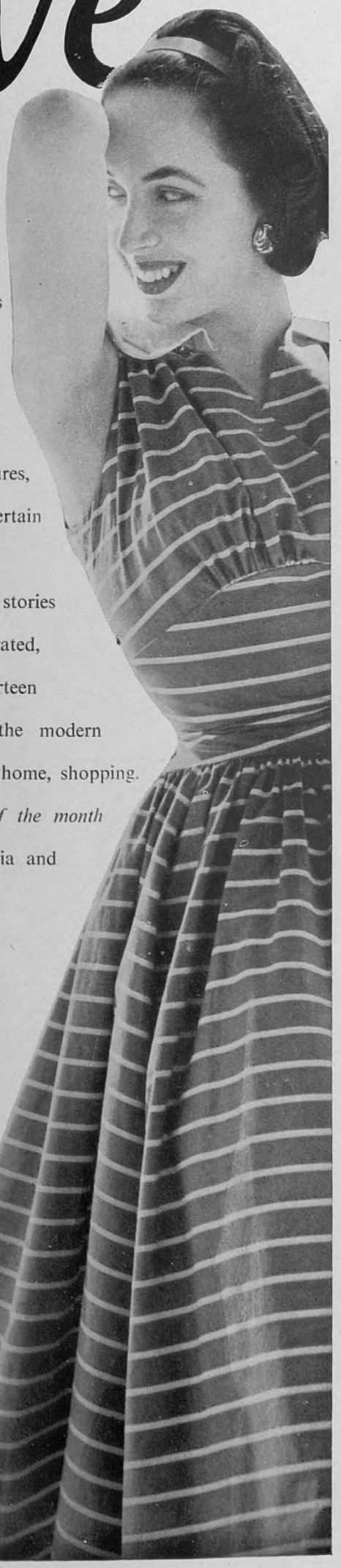

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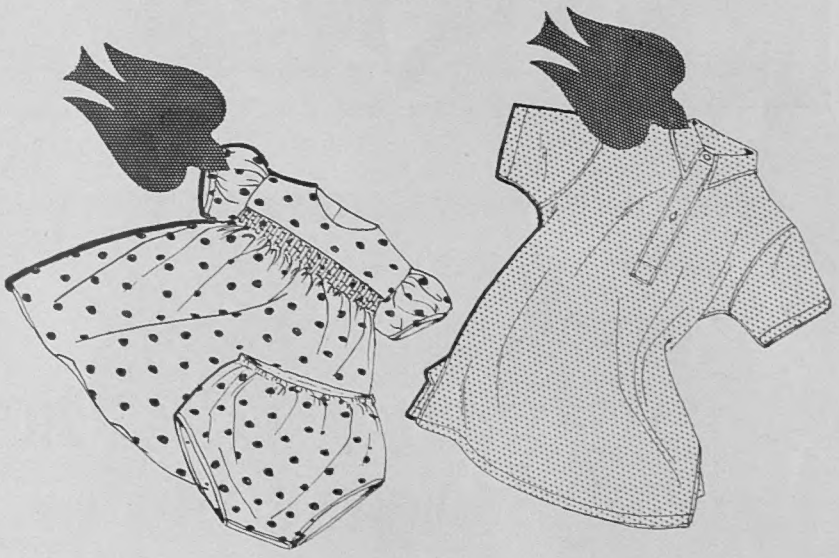

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